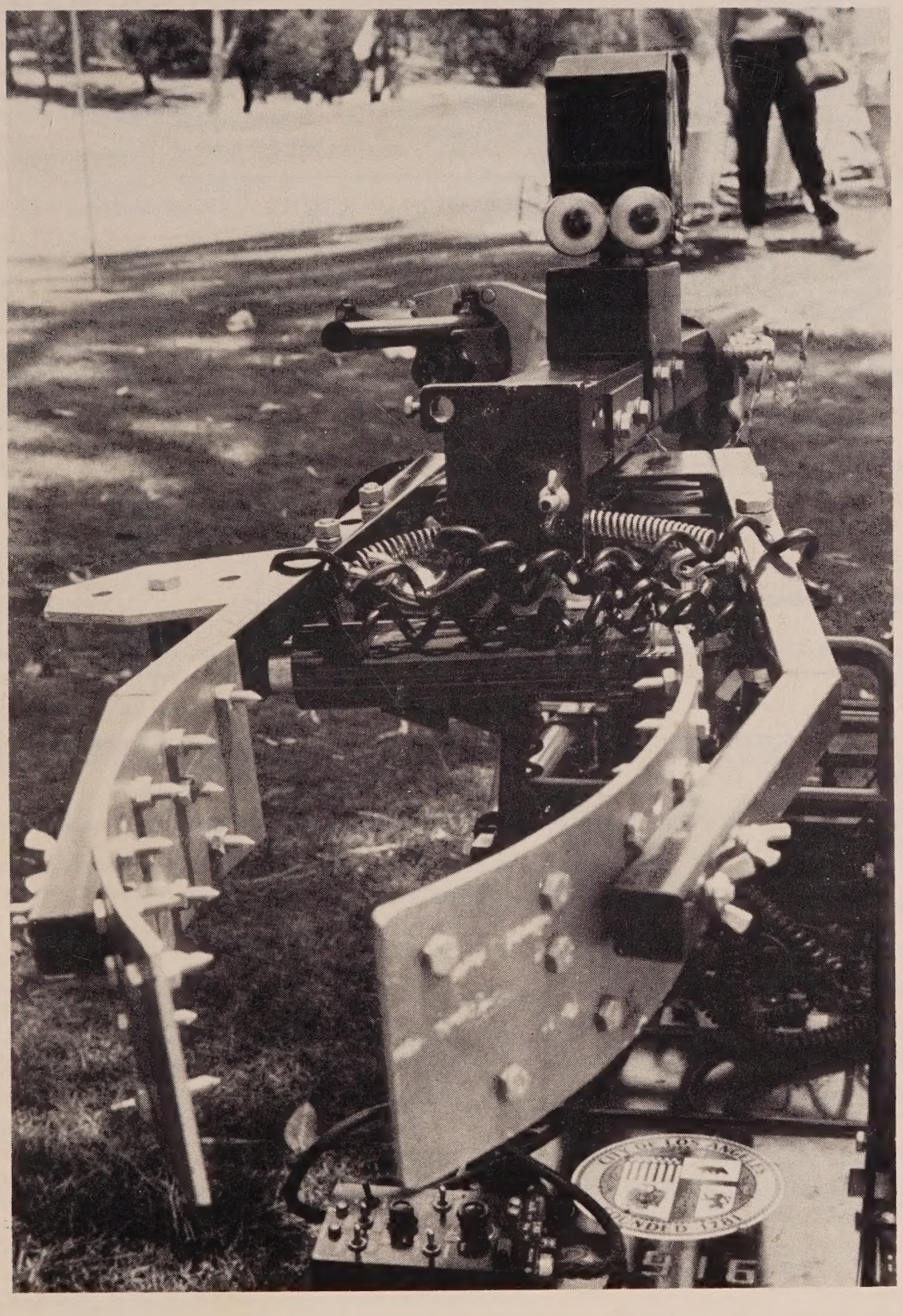
RCMA

NEWSLETTER

JANUARY 1986



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RCMA NEWSLETTER

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Williamsport, MD 21795

FOR YOUR INFORMATION:

1. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

2. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

3. PLEASE INCLUDE YOUR RCMA MEMBERSHIP NUMBER WITH ALL CORRESPONDENCE to newsletter editors or club headquarters.

4. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

5. Please write on only one side of the paper.

6. Please don't combine in one letter several items that should go to different addresses.

7. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

8. Your RCMA membership number and expiration date appear on your newsletter mailing label.

9. You may join or renew your membership for ONLY one year at a time.

10. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA NEWSLETTER

ISSUE 119 JANUARY 1986

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CONTACTING RCMA?

Membership applications or renewals, address changes, inquiries about delivery or renewal problems:

Write to: RCMA General Manager
P.O. Box 542
Silverado, CA 92676

Comments or questions about RCMA club policy or newsletter content:

Write to: William Mauldin, RCMA General Editor
2268 N. W. 30th Rd.
Boca Raton, FL 33431

Letters for publication in "Your Thoughts" column:

Write to: Ginny Slick
1 West Potomac
Williamsport, MD 21795

Correspondence sent to RCMA's Anaheim Post Office Box will still be answered, but there will be a 4-6 week delay.

THIS MONTH'S COVER—
Shake hands with Felix, LAPD's radio-controlled bomb disposal robot. Felix can go into areas where human officers would be in danger, and can even clear out obstacles with his Remington shotgun.

PHOTO BY HUGH STEGMAN

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, Inc., P.O. Box 4563, Anaheim CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20.00, South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

CALENDER

Send notices of upcoming events for the Calender section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92620
Deadline: 1st of the month two months prior to cover date.

R.C.M.A. Greater L. A. Area Chapter

Contact : Eric J. Christensen (CA-LA-045) KA6IHT 224.66 MZz
P.O. Box 3962 Santa Fe Springs, CA 90670-1962

Friday 27 December 1985 NO MEETING Merry Christmas & Happy New Year

Friday 24 January 1986 General meeting 8:00 PM Mercury Savings
Lincoln & Valley View, Buena Park, Elevator in rear.

"Computer Data Bases & Use of CompuServe" There are 2 SIGs available to our hobby "Amateur Radio" and "Land Mobile Radio" Bring anything you have for sharing with the group.

Friday 28 February 1986 Tour -Tentative- 8:00 PM

Pacific Telephone, Micorwave Center, 420 N. Grand, Los Angeles From this building, most telephone calls and TV video signals are microwaved to the San Francisco Bay area and other areas.

Saturday 29 March 1986 Tour 12:30 PM *** note 5th Saturday ***

Los Angeles International Airport Tower --park in LAX Tower lot. The tour follows the TRW Amateur Swap Meet which runs 7 AM to 11 AM. The TRW Swap Meet is at Aviation & Marine in Redondo Beach well worth visiting before the tour. You will have time for lunch.

Friday 25 April 1986 Tour 8:00 PM Los Angeles PD Dispatch Center ECCCS

City Hall East 4th floor basement. 200 N. Main Street, Los Angeles Parking is anywhere you can. This tour is one of the best we have.

Saturday 24 May 1986 Tour 11:30 AM *** note 4th Saturday ***

United States Forest Service - South Zone Communications Center 2524 Mulberry, Riverside (S.W. corner of SR 91/SR 60 Freeways) Best exit from SR 60 at first available exit from SR 91 going East, and hook back over SR 91 on Spruce St. This is the home of 415.525 South Zone Dispatch where major fires are coordinated.

R.C.M.A. West Los Angeles Chapter

Contact : Hugh Stegman (CA-LA-472) (213) 473-8333
11622 Exposition Blvd #2, Los Angeles, CA 90064

NEW GROUP!!

RCMA is now forming a chapter for the West Los Angeles area, including Culver City, Santa Monica, Beverly Hills, and all other surrounding communities. We have no intention of competing with the existing Greater L.A. RCMA Chapter, and we hope that members will feel free to attend either group's meetings. However, we offer a change for this area's many RCMA members to enjoy frequency swapping and activities without the long drive to Orange County. We hope that we can thus benefit RCMA as a whole.

Meetings will be at 7:30PM on the 2nd Wednesday of every month, at Shakey's (formerlly Tilley's) 5604 Sepulveda Blvd., Culver City. This is where Sepulveda intersects Playa and Jefferson, a block north of the 405 freeway and Fox Hills Mall.

R.C.M.A. for D.C., MD, VA, & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, IL
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

The doors open about 12:15 PM. The parking lot session begins before noon. Official meeting over by 5:00 PM.

Saturday	January	18	1986	12:30 PM
Saturday	March	8	1986	12:30 PM
Saturday	April	19	1986	12:30 PM
Saturday	June	7	1986	12:30 PM
Saturday	August	2	1986	12:30 PM
Sunday	August	17	1986	Field Exercise (Shoe Factory
Saturday	September	27	1986	12:30 PM Woods)
Saturday	November	15	1986	12:30 PM

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other items which may be scheduled on short notice.

All Ohio Scanner Club

Contact : Dave Jones Treasurer or John Thyne Secretary
P.O. Box 148, Vandalia, Ohio 45377

The All Ohio Scanner Club covers the area of Indiana, Kentucky, Michigan, Pennsylvania, West Virginia, and Ontario, Canada.We welcome members from these and other areas who wish to join our club.

Sample Newsletter: $1.00 plus .39 stamp. Membership information for a large SASE to the Post Office Box listed above.

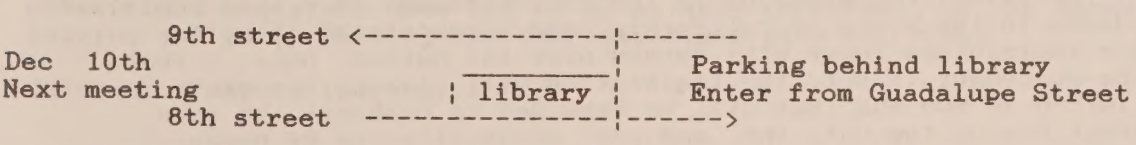
To contact David B. Marshall OH-146, Managing Editor,
50 Villa Road, Springfield, OH 4503-1036

R.C.M.A. Wisconsin

Contact Scott W. Miller WI-039
122 Greenbriar Drive, Sun Prairie, WI 53590

Austin Area Radio Listeners Meeting

Meeting every 2nd Tuesday 6:45 PM Austin Public Library 4th floor room B. For more information, contact Richard Quintanilla TX 043 Austin Radio Club, P.O. Box 5053, Austin TX 78763



R.C.M.A. Minneapolis—St. Paul Area

Contact: Chuck Steier MN-008 (616) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

An SASE on file assures notification of chapter activities (tours, gatherings, etc.). Non-members are welcome to attend.

Southern New England Scanners Club

Contact: Maurice Dennis Dandeneau RI-017, SNEC President
P.O. Box 7052, Warwick, RI 02887 (401)732-0812 (modem on phone)

Ham Radio Conventions ---Remember most legal restrictions on scanners and Fuzz Busters etc always have exemptions for "License Radio Operators". It may pay everyone to pick up an Amateur Radio License. At each of these conventions you will find someone who can help you obtain your license.

Last Saturday of month TRW Swap Meet Aviation & Marine, Manhattan Beach, CA

January 12-13		Sarasota FL	January 26	?	Greenville, AL
February 8-9		Miami, FL	February 8	?	Inverness, FL
February 15	?	Stuart, FL	February 16	?	Pinellas Park, FL
February 22	?	Fort Myers, FL	March 1	?	Brooksville, FL
March 8-9		Orlando, FL	March 15-16		Fort Walton Beach, FL
March 22-23		Columbus, GA	April 19		Kennohoochee, GA
April 20	?	Athens, GA	May 10-11	?	Key West, FL
May 17-18	?	Biringham, AL	May 17-18	?	Toccoa/Hartwell, GA
May 25	?	Chipley, FL	June 6-7	?	Albany, GA
June 7-8	?	Rossville, GA	July 19-20		Atlanta, GA

Dates followed by ? were last years weekends, but should be valid for this year

NEED BACK ISSUES OF THE RCMA NEWSLETTER:

Lots (Months/Year)	No. of Issues	Price
Sept 75 — June/July 76 (No Oct. or Nov. Published)	7	$2.00
August — Dec. 76 (No Oct. Published)	4	$3.00
Jan. — June 77	6	$4.00
July — Dec. 77	6	$4.00
Jan. — June 78	6	$5.00
July — Dec. 78	6	$5.00
Jan. — June 79	6	$6.00
July — Dec. 79	6	$7.00

1980—to date issues are available at $1.50 per copy

Order Total	Include This Amount of Postage
$ 1.50 — $ 5	$1.20
$ 5.50 — $10	$2.25
$10.50 — $15	#3.30
$15.50 — $25	$4.15
$25.50 — $35	$5.50
Over $35	$7.00

Send your request & check/M.O. (payable to RCMA) to:
RCMA General Manager
P.O. Box 542
Silverado, CA 92676

your thoughts

Ginny Slick, Assistant Editor
1 West Potomac, Williamsport, MD 21795

To the Editor:

I am very concerned with the reports referencing legislation pending in the California Legislature that has the effect of prohibiting the use, manufacture, and sale of receivers capable of receiving transmissions in the 800 Mhz band. Once this legislation passes in the state of California, and unrestricted it will, the legislation fever will spread over the nation. Once, I fear, the precedent is set, the legislation will also no longer be limited to 800 Mhz, but will be expanded to prohibit the same practices on the Uhf, Vhf, and yes, eventually the Hf bands. As far as I am concerned, this marks the beginning of a very serious situation for those of us who monitor the airwaves.

Living in this age of legislation that increases in complexity, quantity, and stupidity, one might expect to hear of legislation that would sacrifice our right to monitor the airwaves in order to facilitate the endeavors of the cellular phone industry to provide secure communications for their customers. One might not, hovever, expect the organization that is dedicated to the

interests of monitor radio listeners to choose to ignore the problem in the interest of being granted a non-profit status. A non- profit status appears to be of little significance when compared to the single biggest threat to the monitor radio listener ever posed. Isn't it time to temporarily shelve the idea of a non-profit status in the interest of preserving our right to freely pursue our hobby?

I admit that I don't know how to go about stopping the trend. It appears that Kiril Kundurazieff, in his letter to the editor (OCT 85) has made a positive start and it is evident that he is not alone in his efforts as the reply that was included in the letter in which the Senate President Pro-Tem, David Roberts, volunteers that he has begun to receive many letters against the bill, exemplifies. For my part, I have written a letter, with supporting attachments from the RCMA Bulletin (a copy of which is included), to about thirty of the firms involved in monitor radio manufacturing, retailing, and promotion. I am also writing this letter to you. As we need the support of every monitor listener, monitor manufacturer, and yes, monitor magazine in a unified effort to QRM efforts to squelch our hobby.

Sincerely:

Raymond D Woods Jr.

Raymond D. Woods, Jr (OK 036)

To the Editor:

Can't happen here?

OK - California outlawed 800 MHz. Isn't that the land of fruits and nuts? Our Uncle's gonna protect us, right?

WRONG.

Now let's ponder this one. According to this week's Westlink report, the United States Congress is considering a bill to outlaw all monitoring, save for fire, police and amateur.

Still don't believe that a well-financed push is on nationwide to end the 50-year tradition of free airwaves? OK... believe the Cellular Communications Industry Association, which admitted as much in a Los Angeles Times story on the subject. Their stated goal is to have anti-scanner laws in place, on all levels, as soon as possible.

Here is the bottom line: A gigabuck industry has made the most embarrassing blunder of the decade by forgetting to design any provision for scrambling into an entire cellular system. Now this industry finds it easier, and far cheaper, to scuttle YOU - the legitimate radio user - for the sins of a few.

This is my last letter, people. Scanner users can close ranks, as other radio hobbyists have had to do on many occasions, or the buck-passing and petty feuding can continue right into oblivion.

Unity or stamp collecting...

Sincerely,

Hugh Stegman

Hugh Stegman

Dear Fellow Members,

No Minnie Pearl imitations this time folks, I'm too disgusted. It's 10/4/85 as I write this letter and I'm having enough fun trying to figure out the paperwork involved in selling tickets in our new lottery without having to also figure out the glorious reasoning of the California legislature as well!

I'll let others more daring than I try to do that challenging task, and just state the bare facts. In a letter dated 9/26/85, Senator John Seymour, Chairman of the Senate Minority Caucus tells me that SB 1431 passed both houses of the Legislature and was signed into law by the Governor.

You figure it out, me, I'll stick to the lottery!

YOURS IN DISCOMBOBULATION,

Kiril Kundarazieff (CALA-595)

From The CAPTAIN'S DESK

William Mauldin, RCMA General Editor
2268 N.W. 30th Rd., Boca Raton, FL 33431

RCMA MEMBER JAILED FOR LISTENING

The headline which captured your attention could very well come to pass! The most alarming legislation to come before my eyes since taking up radio as a hobby was brought to my attention this month by Allen, MD-069! If you are serious about your hobby, I can not urge you strongly enough to read what I am about to tell you. Alarmist?! Yes, and in this case, I think it is clearly justified.

There are two Bills pending before Congress. They are, in the House, H.R. 3378, and in the Senate, S. 1667. The Bills have the same title. Their objective is the same. And, just the title sends cold chills up my spine. Let me tell you more about the pending ELECTRONICS COMMUNICATIONS PRIVACY ACT OF 1985! They say, it can't happen here. Any bets?!

Senate Bill S. 1667 was introduced by Senator Patrick Leahy (D-VT) and Charles Mathias (R-MD). H.R. 3378 was introduced by Robert W. Kastenmeier (D-WI) and Carlos J. Moorhead (R-CA). Here, briefly, is what this law would do if passed in the present form: The Bill would amend title 18, United States Code, with respect to the interception of certain communications, and the penalties to be imposed on those who violate the law by listening to certain communications!. In effect, this would cover "electronic communications or transmissions of signs, signals, writing, images, sounds, data or intelligence of any nature in whole or in part by wire, radio, electromagnetic, or photoelectric systems." Both the House and Senate Bills are alike, have already had hearings, and are supported by certain parts of the communications industry, especially cellular telephone industry. Both bills are designed to take away your rights to listen to "certain types" of communications, and to control the sale of scanners which cover certain frequencies. It opens the door for other restrictive laws to follow!

The Bills would add this to the existing law... "It shall not be lawful under this chapter for any person to intercept an electronic communication made through an electronic communication system designed so that such electronic communication is readly accessible to the public." The Bill(s) clearly state that it will be unlawful for any person to listen or intercept radio communications which are termed, and listed under this bill, as "private" radio communications. The so-called purpose of this law is to prevent persons from monitoring pocket phones, cellular telephones and other "intended to be secure" transmissions. The Bill(s) would outlaw scanners or radio receivers which could cover the bands which are considered "private", and would bring to justice those who "flout the law and intentionally listen in on private conversations transmitted in the radio spectrum."

The following statement was made by an owner of a mobile phone company before the Subcommittee on Courts, Civil Liberties, and the Administration of Justice: "One way to close the loophole would be to legally limit the frequencies that a scanner would receive. There is no reason why scanning equipment should be designed to receive frequencies that have been reserved for private communications. We believe that the FCC currently has the authority to make such a modification."

The Bill also has provisions for "Recovery of Civil Damages"... "Any person whose electronic communication or oral communication is intercepted, assessed, disclosed, or used in any violation of this chapter may in a civil action recover from the person or entity which engaged in that violation such relief as may be appropriate... statutory damages in an amount not less than $500 or more than $10,000."

H.R. 3378 and S. 1667 are worded almost exactly alike, and they are pending before the House and Senate as you read this. Certainly, I realize after reading both of the Bills that this is legislation which is promoted and supported by the cellular phone industry - but without reservation, you and I both know when any law is passed which limits anyone from listening to anything on the airways today, you have lost part of your freedom, and other groups will soon be appearing before Congress to have the law amended to protect their special group. If you have no business listening to cellular phone conversations, then you also have no business listening to federal frequencies, or the police, or the fire department - or ANYTHING that does not directly concern your business.

These Bills will be coming up for a vote soon. They will be supported by the Cellular Phone Industry. They may be opposed by the Scanner Industry, if they are wise and quick enough to pick up on it, and by YOU - if you care enough to write or call your representives! I hope you are reading between the lines, and have an understanding of what is really about to happen in this case. We must react to stop these Bills! If we don't act, I can see the new scanners in a few years with three channels, all of these channels will be NOAA weather! I can not urge you strongly enough to pay attention to what is about to take place!

Do not write me! Write your Congressmen and Senators and express a strong opposition to S. 1667 and H.R. 3378! Write and ask for copies of both Bills, and read them for yourself. They are free for the asking. Spread the word. Tell your local dealers about the pending Bills, and write the manufacturers, expressing your concern. If we don't alert others who have opposition views regarding this Bills, you will soon be seeing scanners with illegal bands, the new scanners will be limited in coverage, and somebody is going to be arrested, fined, and jailed for listening! We must protect our hobby and our rights! Let your feelings be heard by those who can stop this legislation before it gets through either the House or Senate!

I am certain you will be reading more about these two Bills in other radio related publications such as Monitoring Times, Popular Communications and Scan. This is one subject that we all see eye to eye on, and with unified support, perhaps we can stop this legistation before it gets off the ground! Believe me, if the "ELECTRONICS COMMUNICATION PRIVACY ACT OF 1985" becomes law, the days of the scanner will limited!

This is just one more reason we need a column and editor for MONITORING AND THE LAW! If you are interested and qualified to write a column on this subject, perhaps every other month, drop me a note regarding your interest, ideas and qualifications.

ALL OHIO SCANNER CLUB

I will have to give Jerry Callam and his group credit! The ALL OHIO SCANNER CLUB is off the ground and flying! I would not be doing my job as General Editor if I didn't let you know of all things which relate to our hobby, and if you are an Ohio resident, or even a resident of a surrounding state, you should write the All Ohio guys for information on their club too. The club was founded in December of 1979, and is devoted to serving the folks who live and monitor the State of Ohio and the Ohio Valley. Many of the Ohio members are regular contributors to RCMA, and have been long time, loyal members. They do an excellent job with their local publication. You can find out more about it by writing the All Ohio Scanner Club, P.O. Box 148, Vandalia, Ohio 45377.

NEW DIRECTORIES RELATED TO SCANNING

FOX MARKETING, INC.:
Fox Marketing, Inc. has released their new SCANNER RADIO LISTINGS for the Denver / Colorado Springs listening area! Fox seems to be in full production with their almost monthly release of a new area directory. Like the other 28 Fox directories, the new Denver edition covers the listening in detail. The directory is 248 pages of information, cross reference

charts, codes, channel identifications, scanner hints and so on. There are 72 different sections in the book, giving the scanner buff everything needed to set up his scanner and listen to just about anything within his scanners range.

Fox also announces the release of their new SCANNER RADIO LISTING directory for the Greater Toledo, Ohio area. This volume is 149 pages, and covers many of the towns and cities in the Toledo area, plus Adrian, Hillsdale and Monroe in Michigan. Confirmed frequencies are noted, as in all Fox directories, and this fine directory offers the same multiple features that Fox is now using as a standard for each coverage volume! For detailed, local and surrounding area coverage, these directories are hard to beat. We thank Fox for making these directories available to us for our review, and for telling their readers about us! RCMA is mentioned in the books as a national club, devoted to scanning. For information, contact you local dealer or phone or write Fox Marketing at 1-800-543-7892 --- 4518 Taylorsville Road, Dayton, OH 45424!

THE COMPENDIUM OF AMERICAN RAILROAD RADIO FREQUENCIES:
The COMPENDIUM OF AMERICAN RAILROAD RADIO FREQUENCIES, compiled by Gary Sturm and Mark Landgraf is out for 1986! This is the most detailed publication available today on the frequencies used by the railway industry. The details cover types of railroad radio systems, designations, a complete frequency listing by railroad name - with a breakdown of each frequency, an industry section for companies that use their own rail system, and there is a transit system directory too! Finally, there is a museum and tourist lines section, giving you details on Disneyland and Disney World type rail systems. We would like to thank Gary and Mark for mentioning RCMA in their publication! We think you rail radio buffs will find this new edition both useful and interesting! It is certainly complete and well written, and offers excellent, quite detailed coverage to listening to the railroads! For information, write Mark Landgraf, Compendium, 3 Coralberry Circle, Albany, NY 12203!

RCMA welcomes the chance to review new publications which are directly related to our hobby of monitoring. Publishers are encouraged to mention RCMA as an organization devoted to monitoring, and you are encouraged to advertise with us. Our advertising rates are very reasonable. Details may be obtained by writing Carol E. Ruth, RCMA General Manager.

RCMA encourages members to send listener reports to the editors for publication! We depend on your reports for our articles and updates. Send a stamped, self-addressed card or envelope with your contribution for an editor acknowledgement, as editors are unpaid, and the club does not pay the postage for these volunteer workers. We depend on your input and reports for what you will be reading in the coming editions! My thanks to all of you for your support!

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS
NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

Write to Joe Barr, 1500 Bunbury Dr., Whittier, CA 90601, for the following:
Copy of ANARC Club List — Sent 25¢ and an SASE (business size)
Sample Copy of ANARC Newsletter — Send 60¢ and an SASE (business size)
Annual Subscription to ANARC Newsletter — $7.50 for residents of U.S., Canada, and Mexico; $10 Overseas (Airmail)

ANARC 1986 Convention will be held June 18-20 in Montreal, Quebec, Canada, hosted by Ian McFarland and Radio Canada International. The Convention Hotel is Holiday Inn, Place Dupuis, 1415 St. Hubert St. Montreal, Quebec, Canada. All sessions will be held at the hotel.

MINNESOTA DX CLUB meeting Friday January 10th 1986 at Rarig Center, Room 540F, University of Minnesota. For details send a SASE to MDXC 5212 Drew Ave, S. Minneapolis, MN 55410

SPEEDX is chartering local clubs by putting DXers together area-wise. Local chapters are being formed in Maryland, Florida, Virginia, New York City, Spokane, Washington, and California. For information, send a SASE to SPEEDX 7738 East Hampton St. Tuscon, AZ 85715-4212

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

NATIONAL RADIO CLUB the oldest and largest organization devoted to medium-wave was founded in 1933, has its catalog of Information and Publications available for a large #10 SASE. Sample copies of NRC's magazine, "DX News" are 50 cents. Send to NRC Membership Center, P.O. Box 118, Poqounock, Connecticut 06064.

DX Australia meets the third Sunday of each month. For data send SASE to DX Australia P.O. Box 285, Mount Waverley, Victoria, 3149 Australia. For details on the Southern Cross DX Club, send two I.R.C.s to G.P.O. Box 1487 Adelaide, Australia, 5001, Australia.

ANARC OVER THE HORIZON RADAR COMMITTEE, chaired by RCMA's Robert Horvitz, is scheduling a report "Woodpecker" interference at the next World Administrative Conference (WRAC). To help raise funds for the projects costs, "Woodpecker T-Shirts" are being sold for $10.00. Make checks payable to Robert Horvitz, 1634 15th St., NW, Washington, D.C. 20009

The Woodpecker Project

T-shirts - US$10 postpaid Sizes: S - M - L - XL
100% cotton - emblem printed in red & black on white

Order from: ANARC OTH Radar Committee
1634 - 15th St. NW
Washington, DC 20009 USA

RADIO DATABASE INTERNATIONAL PART II TROPICAL BANDS EDITION continues the format of Part I. The two Radio Database publications cover who, what frequencies, what power, and to where about broadcasts. Part I covers 5.73 to 26.1 MHz and Part II covers 2 to 5.73 MHz. Costs are Part I $9.95 + $1.85 postage Part II $4.95 + .85 for postage. Both $12.95 + $1.95 for shipping. Send orders to Larry Mange, International Broadcasting Services, Ltd. P.O. Box 300, Penn's Park, PA 18943.

ANARC SHORTWAVE BULLETIN BOARD SYSTEM goes on-line. The system directed by the ANARC Computer Information Committee, 4347 29th St. S.E., Rochester, MN 55904. If you are interested and wish to participate sent a SASE to the above address.

AMERICAN SHORTWAVE LISTENERS CLUB offers a list of 1986 ASWLC meetings to all send a large #10 SASE to their club HQ 16182 Ballad Lane, Huntington Beach, CA 92649

THE GROVE CATALOG - 1986 is available from Grove Enterprises, P.O. Box 98, Brasstown, North Carolina 28902 USA. Featured are receivers for SW, Scanners, Antennas etc. and a wide range of books. MONITORING TIMES a monthly publication is being offered to new subscriptions through December 31, 1985. One year for $12.00 two years for $22.00. Make checks payable to Grove Enterprizes.

WORLD RADIO TV HANDBOOK - 1986 40th Anniversary Edition and a new format is available for $19.95 from Gilfer Shortwave, Box 239, Park Ridge, NJ 07656. If your order arrives by 2 December the price is $15.95 + $1.50 for shipping.

THE SHORTWAVE STORE N4561 Circle Drive, Cambridge, WI 53523-9515, is offering their new 32 page catalog for two 22-cent U.S. stamps. Shipping is included in the price of each item

CRB RESEARCH P.O. Box 56, Commack, NY 11725, has a new catalog #85-3 for $1.00 Since 1967 they have published several registries and books on frequencies, espionage, wiretapping, surveillance, cryptography and monitoring.

AIRCRAFT

Send private, commerical, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Darrel Charest, 1913F Oak Creek Lane, Bedford, TX 76022

As this is being written we're looking for the "Trick or Treat" crowd, but realize that I should be saying Happy New Year 1986. Hope that Santa didn't forget that new Scanner you were looking for. Just to make sure he remembered mine, I bought it for myself three days ago. Its the Yaesu FRG-9600, and I've spent the last three days locked on to the receiver and its owners manual. For now I'll reserve judgement on the unit, but will have some comments to offer in the next issue.

Many of you wrote last month, and my thanks go to each of you for helping me to develop a good column and your comments for future issues are appreciated. Almost without exception, comments asked for more frequencies and shorter editorials. You can count on it.

Mail will be acknowledged with a postcard, unless a SASE has been included in this case these will be used. At the same time, I intend to acknowledge your contributions and comments in the column.

Ken Winters, wrote a very nice letter in response to the article related to Delta Flight 191 accident. Ken advised the best frequencies to monitor during any emergency in the Dallas/Ft Worth area are: 146.88Mhz for Dallas and 146.94 Mhz for Ft Worth. Both are primary Amateur Radio Civil Emergency Service frequencies. Ken is also the Editor and Publisher of the "DFW Frequency List." Since then I have purchased the "List" and find it most informative. While the DFW Frequency List is primarily for this area, there is a good deal of information that could be used nationwide.

William Tobin, NM-015, wrote several times. His second letter contained an excellent article on ACARS. The material was five pages in length - too long for this column so it has been forwarded to our Communications Profile Editor. I would expect the article to appear in the next issue of the Newsletter.

William Wedertz, Il-007 sent a copy of an advertisement issued by Beechcraft for aircraft services in the continental U.S. and during the later part of the month sent an excellent frequency list (which will appear at the end of the column) along with an informative letter and more information about his home airport.

Chuck Robertson, former Low Band Skip Editor, wrote to ask for information on frequencies 122.775, 122.825 and 122.875. Chuck also asked for power output for most aircraft and ground stations. Most aircraft used in general aviation service use 5 to 10 watts of power. The FAA ground transmitters usually use 10 watts output although some operate at 50 watts. Commercial carriers probably operate between 25 and 50 watts on their aircraft.

Kevin Bathrick, NY-314, was another member who wrote twice during the month. When Kevin said he had not seen frequencies from his area listed in the Newsletter, I told him the reason was because I didn't have any. The long list at the end of the column was compiled by Kevin for us.

David Gust, CATE-001 was among several submitting "Reader Survey" reports. Not only do these offer good advice on what readers would like to see in the Newsletter, most contained frequency listings for local areas.

Here are the frequency listings provided by our readers over the past month:

1. David Gust, CATE-001, Redding, California

Oakland Center	134.975
	120.400
	134.900
	134.450
	125.300

Seattle Center	135.150	
Benton Airport	122.800	Unicom
Western Airlines	130.100	

2. No name, Cincinnatti, Ohio

Indianapolis Center			
	132.475	132.325	134.000
	127.000	134.700	134.225
	132.200	135.800	127.100
	128.800	128.300	135.250
	128.550	133.050	132.700
	135.575	132.600	
Greater Cincinnati Airport			
	118.3	Tower	
	119.7	Arrival/Departure	
	124.7	Arrival/Departure	
	128.7	Arrival/Departure	
	121.7	Ground	
Cincinnati Lunken Airport			
	118.7	Tower	
	121.9	Ground	

3. William Tobin, Albuquerque, N.M.

Albuquerque Fire Dept.		
	460.575	
	460.625	
Eastern Airlines	130.95	
Frontier	129.30	
Delta	129.65	
Southwest	131.7	
Sunwest	131.05	
Air Midwest	129.25	
Flight Watch	122.0	(Nationwide)
VOR Voice	113.2	
Flight Service	122.2	
County Fire Dept	153.95	
Kirtland	163.46	Fire and Rescue
Arinc	131.55	(Digital ACARS)

4. William Wedertz, Rock Island, Ill.

Quad City Airport, Moline, Il.			
	ATIS	121.2	
	Tower	119.4	
	Unicom	122.95	
	Ground	121.9	
	Approach	118.2	S/SE
		125.95	N/NE
	Dep.	118.2	S/SE
		125.95	N/NE
	Clrnc	123.95	
Cedar Rapids FSS	RCO	122.6	(Remote Communications Outlet)
Chicago Center		118.75	
Elliott Flying Service		130.57	

Davenport Airport, Davenport, Ia.			
	Tower	120.8	
	Ground	121.7	
	Unicom	122.8	(Wise Aviation)
Airline Company Frequencies			
	United	131.95	
	Ozark	129.9	
	Britt	131.2	
	Air Midwest	129.9	
	John Deere	129.5	
	U.S. Army	123.1/302.5	
	Elliott	122.95	

Unicom frequencies for airports in the area

Moline, Il	122.95
Galesburg, Il	120.7*
Davenport, Ia	120.8*
Clinton, Ia	122.8
Muscatine, Ia	122.7

*These are not Unicom frequencies but airport information is available on these channels.

5. Kevin Bathrick, Amenia, N.Y.

Connecticut Frequencies

Bradley Intl Airport		
Approach	123.85	
	125.8	
Departure	125.35	
	125.65	
Ground	121.9	
Tower	120.3	
Danbury Airport	119.4	
Groton	125.4	New London
Hartford	119.6	Brainard Approach 123.85
Rentschler	119.9	
Sikorsky	120.9	Bridgeport
Heliport	123.2	
New Haven	124.8	
Pratt Whitney	119.9	
Trumbullfield	120.1	Approach
	121.9	Ground
	125.9	Tower
Waterbury	120.75	Oxford Approach

Massachusetts Frequencies

Barnes Muni.	118.9	Westfield
Barnstable	119.5	Hyannis
Beverly Muni.	125.2	
Boire	121.2	
Hanscom	118.5	
Laurence Muni.	120.0	
Logan Intnl.	119.1	
	134.05	
	119.65	Approach
Westover AFB	127.0	
Worchester	120.5	

New Hampshire Frequencies

Lebanon Muni.	119.4	
Manchester	121.3	Grenier Industrial
Pease AFB	128.9	

Kevin also included four pages of New York frequencies and an assortment of others that will be included in future issues.

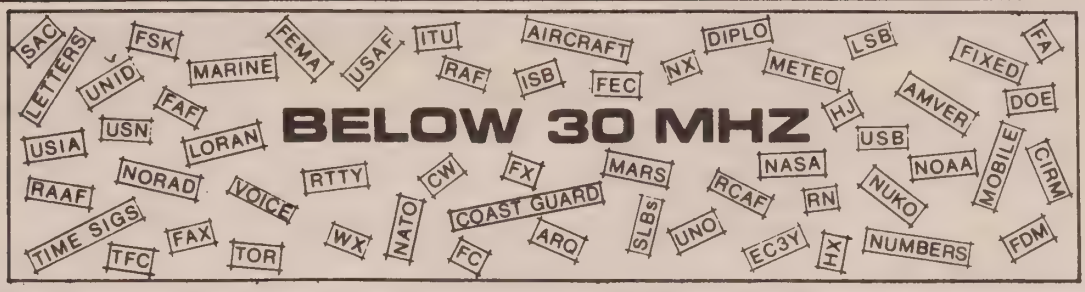
Till next month keep those letters rollin in.

R C M A R E N E W A L P R O C E D U R E

During the month your renewal is due, you'll receive a yellow postcard informing you that payment of dues before the end of the current month will ensure uninterrupted delivery of your newsletter. This card now includes a request to PLEASE RETURN THE CARD WITH YOUR CHECK OR MONEY ORDER.

Here's what happens when renewals arrive AFTER the current month: the computer drops the membership from the roster, the club pays more to then re-enter an entire set of information (rather than simply change a date), and issues missed become "back issues"—costing $1.50 each for 1st class postage and handling.

So when the card arrives, please renew promptly.



This column is for HF AM, CW, SSB, RTTY and FAX reception reports, note, articles, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations — essentially everything except broadcasting, CB and amateur radio.

Send reports to: Geoff Halligey, 85 Southwood Road, Cottingham, England, HU16 5AJ.

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SHANWICK

In what country is Shanwick ? is a question asked more than once.

The answer is that it is in two countries - Eire and Scotland.

The Oceanic Area Control Centre, which provides air traffic services for aircraft flying in the eastern half of the North Atlantic (up to 30° W) is located at Prestwick, on the West coast of Ayrshire, Scotland.

The associated radio transmitters are at Ballygireen, near Shannon in Eire. So the two names were combined into Shanwick.

AIRINC

AIRINC operate a network of VHF stations covering the USA and Canada to provide an operational link between aircraft and their company offices in these countries. Both phone-patch and Selcal are available.

When out of range of the VHF network, however, HF frequencies are provided as follows:

kHz	New York	San Francisco	San Juan	Houston	Honolulu
3013		X			X
3494	X		X		
5529				X	
6640	X	X	X		X
10075				X	
11342	X	X	X		X
13330	X		X	X	
13348		X			X
17925	X	X	X		X
17940				X	
21964	X	X	X	X	X

That's all for now,

Cheers to all,

Geoff

BUSINESS, ETC.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufacturers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.) General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:

Send Business monitoring information East of the Mississippi to:
Brandt Niemuth, P.O. Box 541, Rosemont, IL 60016

Welcome to the "New Year." Also the new changes in the newsletter. I hope they turn out to the satisfaction of the membership as a whole. Thuoght for month: Inheritance: Will-gotten gains.

Mail-bag brought two contributions; one from N.Y. that was hand-written and hard to read. Please remember that if I cannot read, I cannot print them. The second letter was from a member in the "Twin Cities" area in Minnesota, who exprised a desire to see some changes in this column along the lines of greater info on the users that appear here. The "member" goes on to indicate other wishes regarding the newsletter as a whole. There were only two things with the completed "reader survey" this member submitted, He does not to be known (even to me), nor does he want to contribute to any of his stated desires or the newsletter. He stated that he does not know much more than what has been printed in the newsletter in the past.

Please remember that the newsletter is yours to benefit from and get enjoyment from in any number of ways. Like a computer, no input - no output.

From this editors own files (and first knowledge of, due to direct association with) here is "Profile" on American Taxi, the largest suburban cab company in the Chicago area.

Freqeuncy info: F-1 152.315 (Base) East KYX 817
157.575 (Mobile) East
F-2 152.42 (Base) West KNHJ904
157.68 (Mobile) West
Equipment: approximately 200 cabs.
Radio usage: Depending which side of the Tri-State Tollway (I-294) the cab is liscensed on, will depend on which freq and post (see list) they will be on.
Post List: Posts 1 thru 19 are East of the Tri-State while posts 20 thru 41 are considered west of the Tri-State.
Radio usage: The only way the dispatcher knows where a cab is, is when the driver picks up the mike and transmits (Bids on an order). All orders are on a bidding system. The bidding system is:

Post Call: The head-up cab gets the order.
Second Call: Any empty cab within the post area or within an adjacent post area, with the closest empty cab getting the order.
Third call: Any cab, empty or loaded (the loaded cabs stating their location and where they are clearing) that within 10 minutes to the called order.
Open call: any cab (not qualified under third call) bidding with the closest cab to the order.
Post, Second and Third calls are designed to protect the licensed cab in their prospective areas. Open call means any, Liscensed in that town or not, cab can bid on it.

AMERICAN TAXI POSTS & RADIO CODES

POSTS	LOCATION	VILLAGE LICENSE REQUIRED
1	Highland Park Train	Deerfield/Highland Park
2	Lindon Street El Station	Wilmette
2C	Winnetka Train	Wilmette
2D	Glencoe Train	Glencoe
3	Wheeling/Northbrook Holiday Inn	Northbrook
4	Northbrook Train	Northbrook
5	Glenview Train	Glenview
6	Northshore Sheraton	Northbrook

7	Deerfield Train	Deerfield/Highland Park
8	Lincolnshire Marriott Resort	Deerfield/Highland Park
9	Glenview Naval Air--Parking Lot	Glenview
10	Doc Weeds	Any East License
11	Churchill and New England	Morton Grove
12	Dempster and Austin	Morton Grove
*13A	Northshore Hilton	Skokie
*13B	Old Orchard--Marshall Field--West	Skokie
14	East Prairie and Dempster	Skokie
15	Skokie Swift	Skokie
16	Howard and Hamlin	Skokie
17	Skokie Holiday Inn	Skokie
18	Lincolnwood Hyatt House	Lincolnwood
19	Pratt and Lincoln	Lincolnwood
**20B	Ranch Mart Shopping Center	Any West License
20C	Wheeling K-Mart	Any West License
21	Arlington Plaza Shopping Center	Arlington Heights
22	Arlington Heights Train	Arlington Heights
23	Arlington Place Hotel	Arlington Heights
24	Arlington Park Hilton	Arlington Heights
*25A	Sheraton Walden Hotel	Schaumburg
*25B	Rolling Meadows Holiday Inn	Rolling Meadows
26	Woodfield Hyall Regency	Schaumburg
27	Palatine Train	Palatine
28	Charlie Club (Palatine)	Arlington Heights/Palatine
29	Mt. Prospect Holiday Inn	Mt. Prospect
30	Golf-Rose Shopping Center	Schaumburg
31	Schaumburg Marriott Hotel	Schaumburg
32	Schaumburg Train	Schaumburg
33	Midway Motor Lodge	Elk Grove
34	Grove Shopping Mall	Elk Grove
35	Mt. Prospect Train	Mt. Prospect
36	Dempster and Elmhurst at Venture	Mt. Prospect
37	Des Plaines Train	Des Plaines
38	Holy Family Hospital	Des Plaines
39	Des Plaines Holiday Inn	Des Plaines
40	Oakbrook Hyatt House	Oakbrook
41	Hinsdale Train	Hinsdale

*Alternate Posts
**Automatic Second Call to 20C and 28

RADIO CODES

10-1..Pick-up from street
10-2..Yes
10-3..No
10-4..Message understood
10-6..Passenger in car
10-7..Going off the air
10-8..Ready to work
10-9 ..Repeat, please
10-12..No Load
10-13..Emergency
10-14..Suspicious Passenger
10-15..Cancel the order
10-16..Call the office
10-17..Mechanical breakdown
10-18..Repairs completed
10-19..Come to the office
10-20..Location
10-66..Question for dispatch
10-99..Personal Load
10-100..Out of car (5 Min.)

Send Business monitoring information West of the Mississippi to:
Cliff Polkinghorn, 14310 Acacia St., San Leandro, CA 94579

WELCOME---to the "NEW" BUSINESS WEST COLUMN. You the membership have requested, via Bill's survey, that the regular business column be split into EAST and WEST. BRANDT will continue with BUSINESS EAST and I have been asked to take on BUSINESS WEST, and I have accepted. Now it is my turn to ask you the membership to HELP, and send your input data to either BRANDT, or myself. The future of these two columns are in YOUR HANDS.

This month I am going to pass on a few frequencies from the CALIF. Bay Area, and a few more from other states. CREDIT FOR INPUT IS AS FOLLOWS:

CALIFORNIA INFO= SCANNERS UNLIMITED 1199 LAUREL, SAN CARLOS 94070

OTHER STATES = F.C.C. MICRO FICHE (please note--you all know how accurate the FED. GOVT. can be---BEWARE)

OHLONE COLLEGE	FREMONT	KYS242	155.535
MILLS COLLEGE	OAKLAND	KWT323	151.805
UNIV. OF SAN FRAN.	S.F.	KNFQ790	154.570
DIABLO VALLEY COLLEGE	PLEASANT HILL	KNAN650	154.570
F.M.C. CORP	NEWARK	KFB341	153.140
U.S. STEEL CORP.	PITTSBURG	KDY867	153.140
I.B.M. RESEARCH	SAN JOSE	KC4556	153.260
A.B.C. TOWING	S.F.	KCU661	35.70
JACK CAMES TOWING	SAN LEANDRO	KMF989	35.96
ALCO TOWING	FREMONT	KNBE700	43.00
JENKINS BROS. TOWING	OAKLAND	KCN617	150.875
A.A.A. TOWING	VARIOUS		150.905
			150.920
			150.925
			150.935
			150.950
			150.965
A?A?A? TOWING	VARIOUS		452.525
			452.550
			452.575
			452.600
SECURITY ALARM	OAKLAND	KZM284	30.76
TOM KING DETEC./PATROL	OAKLAND	KBZ354	151.835
FOX SECURITY	FREMONT	KET965	151.895
CALIF. PLANT PROT.	VARIOUS		154.570
APEX ALARM	ALBANY	KFK565	461.125
RICHARDSON SECURITY	OAKLAND	KDP677	461.200
WELLS SECURITY	OAKLAND	KNFS495	463.500
LEADVILLE COLORADO			
COMMUNITY TELE COMMUNICATIONS		KNFR887	151.805
BRADURY INDEPENDENT		KNEX431	151.925
SKI COOPER		KEI291	154.540
LIMON COLORADO			
RAINES, ROBT W		KYK211	151.895
WINKELMAN FARMS		KIC978	151.925
THOMPSON BROS		WYB733	157.680
BROWN, V. MAX		KNHK614	461.025
D.J. PETROLEUM		KGF659	462.075
LIMON FARM EQUIP.		KNEG430	462.100
RONS FLEET TIRE		KNGU381	462.100
MORRISON, ROBT G.		WSA464	463.275
HOYT KANSAS			
SOUTHARD, JESS		KNDA275	464.025
HYDROCARBON TRANSPORT		KNAS365	49.32
IOLA KANSAS			
IOLA READY MIX		KNAI691	43.08
MERCHANTS SUPPLY		KNDV339	151.655
GORDENS FARM SERVICE		KYV888	151.775
H.L. MILLER & SON		KWP245	151.955
HAZLETT OIL		KNFB794	461.825
JAMESTOWN KANSAS			
CUNNINGHAM BROS.		KNBB945	151.955

Thats it for this month, I am hoping in months to come I will be able to pass on more "PRESIGE" information on business systems. It's all up to you---the MEMBERSHIP

Cliff

CLIFF

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

Rob Berezowski, 310-4045 Rae St, Regina, Saskatchewan, Canada S4S 6Y8

Happy New Year to you all, and welcome to the first Canada column for 1986. One of my resolutions will be to speed up response to letters from members. I have an incredible backlog, but I am working on it. For those of you who wrote about the RCMA back issues, I'm sorry to say that they have been taken. There were quite a few who wrote or called, but the only fair way to decide the new owner was first come, first served.

I have also received a few replies to the survey printed in the October issue. I'll discuss the views expressed next month, after the last have arrived. Also, the surplus Liquid Paper I have is still available to the first taker.

First up this month is a letter from Guy (CANA-031). He has sent in a whole bunch of material. The first item is a short news article that appeared in the Borden Citizen. It says that the Dept of National Defence will acquire 8 new UHF SATCOM terminals for Maritime Command at a cost of $9.8 million. The 8 new terminals will augment the 10 already being used. The new terminals will be used on the fleet's three replenishment ships, three Oberon class submarines and two Annapolis class destroyers. The new terminals will provide secure, instant UHF communications. Operational readiness will be enhanced, and communications with other SATCOM equipped NATO ships will be improved. Delivery of the terminals is expected to be completed by 1987.

The next item is a book entitled "Canadian Airspace Systems Plan." The book is dated Oct 83, and details a comprehensive plan for expanding and improving the Air Traffic Control system in Canada over the short, medium and long term (up to the year 2000). Currently the system is inefficient because of a lack of uniform standards and equipment. This plan will cost $2.8 billion to the year 2000, and will result in an integrated network using the newest technologies. I haven't been able to thoroughly read the book (it's about 150 pages), but it looks very interesting for aircraft monitors. It is available from the Ministry of Supply & Services, CAT # T 22-62/1983E. The address is Dept of Supply & Services, 45 Sacre Coeur Blvd.,Hull, Quebec, K1A 0S9.

Guy also sent in an excerpt from a DOC report giving statistics for radio licences in Canada. For 1983/84, the number of stations per category are:

Service Category	Ship	Coast	Land	Mobile
Maritime mobile	34,078			
Limited maritime mobile		30		
Private maritime mobile		120		
Public commercial			2,923	18
Restricted public commercial			2,050	
Private commercial *			59,203	383,223
Provincial government			8,805	53,778
Municipal			5,847	45,901
Experimental			632	610
Amateur			22,885	
Public commercial receiving			199	
Private commercial receiving			884	505
Public commercial automatic repeater			1,142	
Private commercial automatic repeater			4,459	
Aircraft navigational				3
Aeronautical mobile			1,904	16,709

* Included in this category are 11,869 land and 86,997 mobile stations licensed to federal government departments and to federal and provincial agencies.

Note: excluded from the above are:

General Radio Service (CB band)	428,585
Earth stations	759
Space stations	9

Still on the topic of the DOC, Guy sent in issues 2, 3 and 4 of MSAT news. The DOC is presently doing a lot of research into MSAT, or Mobile SATellite communications. Launch of the satellite is currently planned for 1988, and will be the answer to prayers in sparsely populated areas of northern Canada. An RCMP officer on patrol in the arctic will be in constant touch with other officers and HQ through MSAT. Present communication systems in the far north are quite expensive and unreliable. This is one example of a use for MSAT.

The DOC and Telesat Canada have signed a co-operative agreement, allowing MSAT to be a commercial service. Originally, it was planned for the DOC to own and operate the MSAT service for a trial period of 2 to 3 years, and then turn over the service to a commercial venture. Now, MSAT will be commercial from the day of launch. MSAT will be owned and operated jointly by Telesat Canada and a US satellite operator to be announced later. The DOC will pay for satellite time and other major expenses during a trial period. Once the trial period is over and plans are formalized, users will pay the total costs. Operating the service as a joint US-Canada venture will reduce the set-up costs for both countries.

Demand for MSAT is expected to be high. Many commercial services such as marine shipping companies, bus lines, truckers, forest industries, mineral exploration, electric utilities, pipelines and aircraft operators will benefit with MSAT. Provincial and federal agencies are also expected to be heavy users. The main advantage of MSAT is the wide coverage possible, even in uneven terrain. Because the "satellite look-angle" will be between 10 and 30 degrees for most of Canada, coverage in valleys and hilly terrain will be improved. High-rise buildings will block MSAT signals in urban areas, and MSAT will not be usable in tunnels and other structures.

Final frequency allocations are still being arranged, but it appears the MSAT service will operate on:

821 - 825 MHz uplink
866 - 870 MHz downlink

The US and Canada will each use 2 MHz of the above two bands. In the event of a failure of one system, the other country could fill in, using the same antenna. Some use may also be made of the range 845-851 MHz.

The greatest benefit of MSAT will be in large, sparsely populated areas where terrestrial communications systems covering the entire region would be too expensive. Other users which have mobiles that travel over large areas will also benefit. The newsletters Guy sent in contain much more information. If any member desires more information, I can supply a copy for an SASE.

Guy also sent in some more information, but I'll include that material in a future column(s). Many thanks, Guy.

Our next contribution comes from Tom (CANA-084). He recently took a trip to Timmins, Ont. Tom spent a week there, but it was long enough to discover that "they use radios just as much as in southern Ontario." Here is the list that he sent in:

Ont Provincial Police	Operations	42.060B/ 42.220M
	Special(PTP link)	414.1625/ 419.1625
Timmins Police Dept	Main dispatch	142.485 / 138.465
	?	155.595
Timmins Fire Dept	Main dispatch	153.740
	Tactical	154.430
Ont Min of Health (Ambulance)		150.100
Timmins Public Works		169.405
Radio Amateur repeater		146.940
Timmins airport	Tower	122.300
	North Bay Tml	128.300
Ontario Northland Railway		160.545
" " "		160.995
Bell Ontario (mobile phone)		152.780
" " (" ")		152.840

Tom also sent in a copy of the Timmins Police 10 code:

10- 1 Receiving poorly
10- 2 Receiving well
10- 3 Stop transmitting
10- 4 OK
10- 5 Relay message
10- 6 Busy, stand by
10- 7 Out of service
10- 8 Unit available
10- 9 Repeat
10-10 Go to common channel
10-11 Dispatching too rapidly
10-12 Officials present
10-13 Advise on road & weather
10-14 Escort
10-15 Message delivered
10-16 Pick up prisoner at ___
10-17 Go to ___
10-18 Urgent
10-19 Return to station
10-20 Current location
10-21 Call ___ by telephone
10-22 Disregard
10-23 Stand by
10-24 Assignment completed
10-25 Are you in contact with ___
10-26 Detain subject
10-27 License/permit inquiry
10-28 Vehicle registration check
10-29 Warrants check
10-30 Improper use of radio
10-31 Drunk driver
10-32 Emergency, send units
10-33 Emergency
10-35 Crime alert
10-36 Time check
10-37 Drunk
10-38 Investigation alert
10-40 Advise if ___ is available
10-42 Not as per regulations
10-45 Death or fatality
10-46 Holding suspect
10-47 Ambulance needed
10-50 Accident
10-51 Tow truck needed
10-52 Ambulance needed
10-60 Subject negative
10-61 Subject has record-not wanted
10-62 Subject possibly wanted
10-63 Subject positive hit
10-64 Proceed with caution
10-65 Assist a 10-64
10-66 Subject under observation
10-67 Subject on parole
10-68 Subject in charged category
10-78 Needs assistance
10-90 Bank alarm
10-92 Subject in custody
10-93 Set up road block
10-99 Emergency

10-100 Bomb threat
10-200 Hostage, kidnap or bomb extortion

Tom also sent in the following codes used by the Ontario Min of Health (Ambulance service):

Code	Meaning
1	Transfer
2	Booked call
3	Life threatening
4	Priority - Lights & Siren
5	Death at scene - Call coronor
6	Legally dead
7	No patient carried-patient refused
9	Administrative repairs
21	Vital signs obscured-CPR in progress

In his letter, Tom says that the codes (and confirmation on many of the freq) were supplied by Dave Chesworth and the staff of CFTI-FM/CKGB-AM. Dave is Tom's nephew, and during his tour of the station let Tom sit in on his radio show. Tom also mentioned that the newsroom uses a Bearcat 200 for their work.

Tom sent in an article on the new central ambulance dispatch system for the London region. This article appeared in the Strathroy Age Dispatch of July 17/85.

The new system went into effect June 18/85. Five municipalities are involved at present: London, Strathroy, Zurich, Parkhill and Lucan. Five more are to be added in September, and a total of 16 communities will be serviced by March 86.

Because the new areas may be unfamiliar to the dispatchers, particular care is taken to ensure accuracy of addresses. After the ambulance has been dispatched, the dispatchers ask the caller to repeat all of the information. The new system is also computerized, but the dispatchers have adapted easily, and there have been no major glitches in the system (knock wood).

Each ambulance is equipped with $14,000 worth of radio equipment. It includes a mobile control head, a repeater radio for the portable system, as well as a portable unit for use when the crew is outside the vehicle. Communications from the portable are relayed through the main control head.

The main radio is tied into the central computer. The control head has several status keys, which allow the crew to quickly notify the dispatcher of their current status (i.e. in service, at scene, etc.). The entire system will cost close to $2.8 million.

The entire system will make dispatch of ambulances more efficient through centralization and the saving of time. The co-ordination of 48 vehicles in the region makes it far easier for vehicles from one area to fill in for another area. This co-ordination will also be invaluable during a disaster. The central dispatch service is also the first step toward a regional paramedic service. The second step, still 5 to 7 years away, is a blanket 911 number for the entire region.

If any member wishes a copy of the article, I can send a copy for an SASE. Tom has not yet found the new frequencies the portable radios operate on, but Tom suspects they may be in the UHF range. Ambulance dispatch is currently on 150.100, with a system of repeater stations. (ed note: As a guess, one might try the 413/418 MHz range for the new portable radios) Thanks for the info Tom, and thanks also to Dave.

Next up is some material from Bruce (CANA-019). He sent a copy of a book recently published by the Ontario Fire Buff Associates entitled "Canadian Fire Frequencies." The book is 40 pages, and contains hundreds of Fire Dept frequencies from all across Canada. Fire frequencies are highlighted, but many Ambulance service frequencies are included. The book was put together by Bruce, and is the result of 15 years of collecting. The book is a worthwhile investment for listeners in any part of Canada. The cost is also quite reasonable, being $3.00 plus mailing costs. (Mailing costs are $0.50, $0.75 and $1.00 for 1,2 and 3 books respectively) Mailing costs to U.S. locations may be slightly higher, therefore American members should write first for prices. The address to write to is:

Ontario Fire Buff Associates (O.F.B.A.)
P.O. Box 802
Station "Q"
Toronto, Ontario
M4T 2N7

Bruce also sent in an article that appeared in the Toronto Star on Oct 2, 1985. The article describes a new system allowing the Toronto Transit Commission (TTC) to keep close track of where it's fleet of buses are at any time. Each bus is equipped with a unit referred to as a TRUMP, which is short for Transit Universal Microprocessor, and links 265 buses to the central computer housed in the Wilson Division complex at the Wilson subway station.

The system is known as Communications and Information System, or CIS, and has been under development since the mid-1970s. Last year the system was put through a year-long test on 20 routes in the Wilson Division. The system has proven that it is capable of improving operations. CIS has worked so well that plans are being made to install the system into the entire 2000 vehicle surface fleet. The cost will be around $35 million, and the money has not yet been confirmed.

Various prototype models were tested over the years. Basically, the computer counts the number of rotations of the bus wheels. The computer knows the length of the route, calculates a location, and transmits this to the central computer. The number of wheel rotations may vary from day to day (eg. weaving around parked cars). To solve this problem, roadside radio transmitters take note when a bus rolls past them. This corrects for any errors in wheel rotations.

The inspector's screen has the route diagrammed, with the bus locations identified by run number. The inspector can tell at a glance where the buses are, and can send signals for buses to speed up or slow down, depending on whether the buses are on schedule.

There is some more information in the article, and if anyone is interested they can get a copy for an SASE.

Bruce sent in some more information, but I will get to that next month. I also have some more information on Toronto that I'll hopefully have room for next month. Now for me, it's time to pack away the typewriter, uh, I mean the computer, until next month. Happy Listening.

COMMUNICATIONS PROFILE

Joe M. Lewis, 750 Scotland St., Dunedin, FL 33528

This column is for special projects that explain various systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you are inclined to submit a report as the one below appears, please follow No.7 in the inside front cover of the Newsletter.

WELCOME TO THE JANUARY 1986 COMM PRO COLUMN.

HI, I'M JOE M. LEWIS, YOUR NEW EDITOR. I AM 37 YEARS OLD, BORN IN WASHINGTON, D.C. WE HAVE BEEN IN DUNEDIN FOR 3 YEARS. I HAVE BEEN MONITORING FOR 15 YEARS. I AM PRESENTLY DISASTOR COORDINATOR FOR CENTRAL PINELLAS REACT AND A MEMBER OF PINELLAS COUNTY CIVIL DEFENSE.

IF ANYONE WOULD LIKE TO SEND ARTICLES OR COMM INFO. SEND IT WITH A SELF ADDRESSED STAMPED POSTCARD TO:

JOE M. LEWIS 750 SCOTLAND STREET DUNEDIN, FLA. 33528

ALL CONTRIBUTIONS ARE GREATLY APPRECIATED AND WILL BE ACKNOWLEDGED. MY FIRST COLUMN IS PRINCE GEORGES COUNTY FIRE DEPT. THIS INFORMATION IS FROM THE CHIEF'S OFFICE AUGUST 1985.

Apparatus Types/Prince George's County Fire Service

Service Category	Radio Designation	Type
Engine	Engine NNN	E
Truck	Truck NN	TK
Tanker	Tanker NN	TN
Foam	Foam Unit NN	F
Squad (Heavy Duty)	Squad NN	SQ
Squad (Extrication)	Extrication Unit NN	EX
Ambulance	Ambulance	A
Medic	Medic Unit NN	MD
Rescue (Battalion Ambulance Program)	Rescue NN	RE
Cave In Unit	Cave In Unit NN	C
Fire Investigation/Special Hazard	Fire Investigation Unit NN	FI
Bomb Trailer	Bomb Disposal Unit NN	BD
Natural Resources Trailer	Natural Resources Trailer NN	NR
Brush (2 Wheel Drive)	Brush Unit NN	BR
Brush (4 Wheel Drive)	BX NN	BX
Mini-Pumper	Mini-Pumper NN	MP
Breathing Air Cascade/Compressor	Breathing Air Unit NN	BA
Fan Unit	Fan Unit NN	FA
Light Unit	Light Unit NN	LT
Hazard Control Team	Hazard Control NN	HC
Crash Unit	Crash Unit NN	CR
Water Su[illegible]	Water Supply Unit NN	WS
Battalio[illegible]ficer	Battalion NN	BO
Alarm Unit (Initial Size Up)	Alarm Unit NN	AL
Helicopter	Helicopter NN	HE
Boat	Boat NN	BT

N= First 2 digits from left indicate the station at which the apparatus is housed. The third digit is the unit number within the station.

Battalion ambulances and officers will continue to be identified by the Battalion in which they are assigned.

The Medic Units will continue to be identified as Medic 1, 2 and 3.

Apparatus Inventory Prince George's County Fire Service

UNIT ID	@	STATION	TYPE
EO11	@	1	E
EO12	@	1	E
TK01	@	1	TK
AO18	@	1	A
AO19	@	1	A
BO04	@	1	BO
RE04	@	1	RE
EO21	@	2	E
EO22	@	2	E
TK02	@	2	TK
SQ02	@	2	SQ
BT02	@	2	BT
EO32	@	3	E
TK03	@	3	TK
EO41	@	4	E
AO49	@	4	A
MD01	@	4	MD
EO51	@	5	E
EO52	@	5	E
EO53	@	5	E
AO59	@	5	A
EO61	@	6	E
EO62	@	6	E
TK06	@	6	TK
AO69	@	6	A
EO71	@	7	E
EO72	@	7	E
TK07	@	7	TK
BR07	@	7	BR
EO81	@	8	E
EO82	@	8	E
EO83	@	8	E
SQ08	@	8	SQ
BX08	@	8	BX
EO91	@	9	E
EO92	@	9	E
EO93	@	9	E
EO94	@	9	E
AO99	@	9	A
E101	@	10	E
E102	@	10	E
E103	@	10	E
TK10	@	10	TK
BA10	@	10	BA
E112	@	11	E
A117	@	11	A
A118	@	11	A
E121	@	12	E
E122	@	12	E
TK12	@	12	TK
F12	A	12	F
AL12	@	12	AL
E131	@	13	E
E132	@	13	E
A139	@	13	A
TK14	@	14	TK
SQ14	@	14	SQ
A149	@	14	A
MP14	@	14	MP
BT14	@	14	BT
E171	@	17	E
E172	@	17	E
E173	@	17	E
TK17	@	17	TK
A178	@	17	A
A179	@	17	A
FA17	@	17	FA
E181	@	18	E

UNIT ID	@	STATION	TYPE
E182	@	18	E
TK18 — 3x18	@	18	TK
A189	@	18	A
E191	@	19	E
E192	@	19	E
A199	@	19	A
B002	@	19	BO
E201	@	20	E
E202	@	20	E
TK20	@	20	TK
SQ20	@	20	SQ
A209	@	20	A
E211	@	21	E
E212	@	21	E
TK21	@	21	TK
A219	@	21	A
BT21	@	21	BT
BR21	@	21	BR
E222	@	22	E
E223	@	22	E
TK22	@	22	TK
SQ22	@	22	SQ
A229	@	22	A
B001	@	22	BO
FI22	@	22	EI
BD22	@	22	BD
NR22	@	22	NR
E231	@	23	E
E232	@	23	E
TN23	@	23	TN
F23	@	23	F
A238	@	23	A
A239	@	23	A
BR23	@	23	BR
E241	@	24	E
E242	@	24	E
A248	@	24	A
A249	@	24	A
BT24	@	24	BT
BR24	@	24	BR
BX24	@	24	BX
E251	@	25	E
E252	@	25	E
E253	@	25	E
TK25	@	25	TK
F25	@	25	F
A258	@	25	A
A259	@	25	A
BR25	@	25	BR
E261	@	26	E
E262	@	26	E
TK26	@	26	TK
A269	@	26	A
E271	@	27	E
E272	@	27	E
SQ27	A	27	SQ
B003	@	27	BO
E281	@	28	E
E282	@	28	E
TK28	@	28	TK
A289	@	28	A
BX28	@	28	BX
E291	@	29	E
E292	@	29	E
E293	@	29	E
E294	@	29	E
A299	@	29	A
MD02	@	29	MD
MP29	@	29	MP
E301	@	30	E
E302	@	30	E

UNIT ID	@	STATION	TYPE
A309	@	30	A
E311	@	31	E
E312	@	31	E
TK31	@	31	TK
A319	@	31	A
BR31	@	31	BR
BX31	@	31	BX
E321	@	32	E
E322	@	32	E
A329	@	32	A
BR32	@	32	BR
E331	@	33	E
E332	@	33	E
E341	@	34	E
E342	@	34	E
TK34	@	34	TK
A348	@	34	A
E351	@	35	E
E352	@	35	E
A358	@	35	A
A359	@	35	A
MP35	@	35	MP
E361	@	36	E
E362	@	36	E
TN36	@	36	TN
A369	@	36	A
BX36	@	36	BX
BR36	@	36	BR
E371	@	37	E
E372	@	37	E
A379	@	37	A
BR37	@	37	BR
E381	@	38	E
E382	@	38	E
E383	@	38	E
A389	@	38	A
E391	@	39	E
E392	@	39	E
TK39	@	39	TK
A399	@	39	A
E401	@	40	E
E402	@	40	E
SQ40	@	40	SQ
A409	@	40	A
BX40	@	40	BX
BR40	@	40	BR
E341	@	41	E
E412	@	41	E
A419	@	41	A
CI41	@	41	CI
B006	@	41	BO
E421	@	42	E
E422	@	42	E
A429	@	42	A
BR42	@	42	BR
E431	@	43	E
E432	@	43	E
TN43	@	43	TN
A439	@	43	A
BR43	@	43	BR
EX43	@	43	EX
E441	@	44	E
E442	@	44	E
F044	@	44	F
A449	@	44	A
MP44	@	44	MP
E451	@	45	E
E452	@	45	E
A459	@	45	A
B007	@	45	BO
BR45	@	45	BR

UNIT ID	@	STATION	TYPE
BT45	@	45	BT
E461	@	46	E
E462	@	46	E
A469	@	46	A
MP46	@	46	MP
E471	@	47	E
E472	@	47	E
SQ47	@	47	SQ
A479	@	47	A
CI47	@	47	CI
B005	@	47	BO
BT47	@	47	BT
E481	@	48	E
E482	@	48	E
A489	@	48	A
A488	@	48	A
SQ49	@	49	SQ
A497	@	49	A
A498	@	49	A
A499	@	49	A
MD03	@	49	MD
BT49	@	49	BT
EX49	@	49	EX

CH.1 AMBULANCE RESPONCE 494.837
CH.2 DISPATCH 495.012
CH.3 FIREGROUND SOUTH 494.787
CH.4 FIREGROUND NORTH 495.062
CH.5 SAME AS CH. 3 SIMPLEX
CH.6 SAME AS CH. 4 SIMPLEX

MED 1 NORTH COUNTY 463.000 REPEATER
MED 7 SOUTH COUNTY 463.150 REPEATER

CH.1 ANTENNA SITE: DISTRICT HEIGHTS
CH.2 ANTENNA SITE: P.G. GENERAL HOSPITAL

CH.3 ANTENNA SITE: CHELTENHAM
CH.4 ANTENNA SITE: BELTSVILE AGRICULTURAL CENTER
MED 1 ANTENNA SITE: DISTRICT HEIGHTS AND AGRICULTURAL CENTER.

MED 7 ANTENNA SITE: CHELTENHAM

STATION 1 HYATTSVILLE
STATION 2 COTTAGE CITY
STATION 3 MT. RAINIER
STATION 4 BRENTWOOD
STATION 5 CAPITOL HEIGHTS
STATION 6 HILLSIDE
STATION 7 RIVERDALE
STATION 8 SEAT PLEASENT
STATION 9 BLADENSBURG
STATION 10 LAUREL
STATION 11 BRANCHVILLE
STATION 12 COLLEGE PARK
STATION 13 RIVERDALE HEIGHTS
STATION 14 BERWYN HEIGHTS
STATION 15 FIRE PREVENTION BUREAU
STATION 16 FIRE AND RESCUE COMMUNICATIONS DIVISION
STATION 17 BOULEVARD HEIGHTS
STATION 18 GLENN DALE
STATION 19 BOWIE # 1
STATION 20 MARLBORO # 1
STATION 21 OXON HILL # 1
STATION 22 TUXEDO-CHEVERLY
STATION 23 FORESTVILLE
STATION 24 ACCOKEEK
STATION 25 CLINTON
STATION 26 DISTIRCT HEIGHTS
STATION 27 MORNINGSIDE

STATION 28 WEST LANHAM HILLS # 1
STATION 29 SILVER HILL
STATION 30 LANDOVER HILLS
STATION 31 BELTSVILLE # 1
STATION 32 ALLENTOWN ROAD
STATION 33 KENTLAND # 1
STATION 34 CHILLUM-ADELPHI # 1
STATION 35 GREENBELT
STATION 36 BADEN
STATION 37 RITCHIE
STATION 38 CHAPEL OAKS
STATION 39 BOWIE #2
STATION 40 BRANDYWINE
STATION 41 BELTSVILLE # 2
STATION 42 OXON HILL # 2
STATION 43 BOWIE # 3
STATION 44 CHILLUM-ADELPHI # 2
STATION 45 MARLBORO # 2
STATION 46 KENTLAND # 2
STATION 47 SILESIA
STATION 48 WEST LANHAM HILLS # 2
STATION 49 LAUREL RESCUE SQUAD
STATION 55 VOLUNTEER FIREMAN ASSOC.
STATION 56 UNDERWATER RESCUE
STATION 57 FIRE COMMISSION
STATION 60 TECHNICAL SUPPORT STAFF
STATION 61 ADMINISTRATION
STATION 62 MAINTENANCE DIVISION
STATION 63 EMERGENCY MEDICAL SERVICES
STATION 64 LOGISTICS
STATION 65 TRAINING DIVISION
STATION 69 HARRY DIAMOND LAB
STATION 70 HOWARD COUNTY # 6 SAVAGE
STATION 71 HOWARD COUNTY # 7 COLUMBIA
STATION 72 NAVAL ORDINANCE LAB
STATION 73 FAIRFAX # 11 PENNDAW
STATION 74 ANDREWS AFB
STATION 75 ANNE ARUNDEL # 3 RIVA
STATION 76 ANNE ARUNDEL # 5 WAUGH CHAPEL
STATION 77 ANNE ARUNDEL # 7 ARUNDEL
STATION 78 ANNE ARUNDEL # 27 MARYLAND CITY
STATION 79 CHELTENHAM NAVAL STATION
STATION 80 CHARLES COUNTY # 1 LA PLATA
STATION 81 CHARLES COUNTY # 2 HUGHSVILLE
STATION 82 CHARLES COUNTY # 3 WALDORF
STATION 83 CHARLES COUNTY # 5 BENEDICT
STATION 84 CHARLES COUNTY # 7 POTOMAC HEIGHTS
STATION 85 CHARLES COUNTY # 8 MARBURY
STATION 86 CHARLES COUNTY # 9 INDIAN HEAD
STATION 87 CHARLES COUNTY # 11 BRYANS ROAD
STATION 90 MONTGOMERY COUNTY # 1 SILVER SPRING
STATION 91 MONTGOMERY COUNTY # 2 TAKOMA PARK
STATION 92 MONTGOMERY COUNTY # 12 HILLANDALE #1
STATION 93 MONTGOMERY COUNTY # 15 BURTONSVILLE
STATION 94 MONTGOMERY COUNTY # 16 SILVER SPRING
STATION 95 MONGOMERY COUNTY # 19 SILVER SPRING
STATION 96 MONTGOMERY COUNTY # 24 HILLANDALE #2

BATTALION 1 STATIONS 5,6,8,22,33,37,38,46
BATTALION 2 STATIONS 18,19,28,39,43,48
BATTALION 3 STATIONS 17,23,26,27,29
BATTALION 4 STATIONS 1,3,4,34,44
BATTALION 5 STATIONS 21,24,32,42,47
BATTALION 6 STATIONS 10,11,12,14,31,35,41
BATTALION 7 STATIONS 20,25,36,40,45
BATTALION 8 STATIONS 2,7,9,13,30

EACH IS SUPERVISED BY A CAPTAIN WHO IS ASSIGNED AS THE BATTALION COMMANDER.

NEXT MONTH I WILL CONTINUE WITH PRINCE GEORGES COUNTY COMMUNICATIONS. UNTIL NEXT MONTH.

Joe

contact info wanted

This column has two purposes: to help members *contact* each other, and to help members obtain *information* directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interest, *this* is the perfect place for you to make known your interests. Remember — those who respond will do directly, so be sure to provide your phone number, the best time to be called, or your address. Write to:

Scott Mattson, 2820 Bridge Ave., Point Pleasant, NJ 08742

WANTED: This member seeks info, frequencies, and codes; city, state, and county pertaining to North Carolina. Especially interested in the Greensboro area, will exchange info.
RANDY WHALEY (NC-067) 3636-B Lakefield Dr., Greensboro, NC 27406 (10/1)

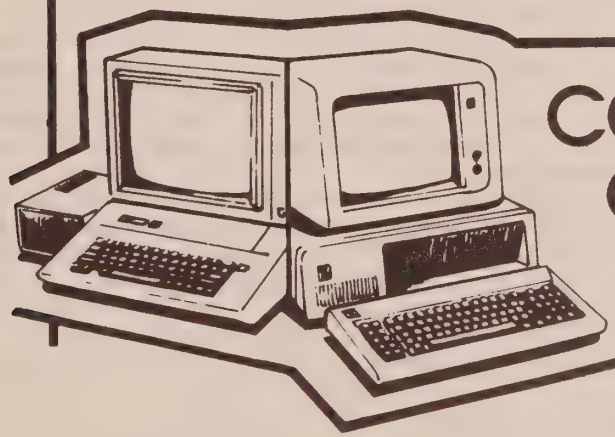
WANTED: New member seeks frequency info on eastern Iowa Sheriff's Departments, preferably those counties containing larger cities, ie. Blackhawk, Dubuque, Linn, and Johnson. Also interested in obtaining any frequencies of interest, including business, in the Cedar Rapids metro area.
STEVEN R. BATES (IA-056) 700 35th St. #392, Marion, IA 52302 (10/13)

INFO CHANGE: Member Veronica Scotti (CA/OR-284) has a new address. It is - P.O. Box 8451, Anahiem, CA 92802 - (714) 537-3516 (10/14)

INFO WANTED: This member seeks frequencies used by TV & Radio station remotes and traffic watches in the Phoenix, AZ area.
RICHARD S. BISBEE (CO-030) 177 Bahia Lane, Litchfield Park, AZ 85340 (10/15)

CONTACT WANTED: I would like to have any other RCMA member in the Grand Rapids, Michigan area contact me about sharing info about the Grand Rapids area or all of western Michigan.
BOB BERGGREN (MI-133) 3126 Plaza Dr. N.E., Grand Rapids, MI 49505
Home (616) 364-9185 or Work (616) 942-5390 (10/16)

WANTED: Owner's Manual for Bearcat 101 Scanner. (10/9)
ELEANOR B. DEES (FL-169) 394 S.E. Cortez St, Stuart, FL 33497



RCMA COMPUTER CORNER

Editor: Bob Cheek
22320 SW 63rd Avenue
Boca Raton, FL 33428

NO COLUMN THIS MONTH

FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has reallocated parts of the band from 421 to 430 mHz for land mobile use in the cities of Detroit, Cleveland and Buffalo. Use Use will be on a co-equal basis with the Radiolocation service in this country. (The Government has indicated it will minimize such use near these areas.) Although T-band (470 -512 mHz) channels are allocated in Detroit and Cleveland, they can't be used due to possible interference to TV Broadcast stations, and all three cities received few channels in the 851mHz band as a result of the sharing arrangement with Canada. With the reallotment of the 420 to 430 mHz band for land mobile use at WARC-79, the US and Canada subsequently agreed that segments of this band would be allocated to permit interference-free operation in each country. Since the US anticipates heavier use in the region between 81 and 85 degrees longitude, and Canada the area between 71and 81 degrees each country will then be allocated a portion of the 420-430 mHz band for it's exclusive use. Amateur Radio use, which shares the band on a secondary basis, is not now permitted along the Canadian border and will now have to prevent interference to land mobile stations in these cities. A further notice will be made to allocate the actual frequencies in the band.

The Commission has amended Part 83 to require that all marine transmitters manufactured after January, 1987 be equipped to automatically switch to reduce power when operated on channels 13 (156.65 mHz) or channel 67 (156.375). Channel 13 is the bridge-to-bridge channel, used for communication between ships during navigation. (Channel 67 is used in the lower Mississippi River region.) Current rules require the operator to switch to reduced (1watt) power on this channel, since the range needed is quite short. The rule is routinely disregarded though, and interference to other communications in the area causes a serious safety hazard. Now the operator won't have to worry about it, at least with the new radios. A 10-year grandfather period is provided for exis ting equipment. A manual override switch may be provided to allow full power when required.

A second part of this proceeding would have allowed US Coast Guard use of additional Port Operations channels. Presently, Part 2 permits use of port channels 12, 14 and 20 by Government stations. The Coast Guard wanted the flexibility that use of the other five channels would have allowed. The Commission agreed with most commenters that the channels are already very congested in many areas and denied the petition, especially in the absense of any showing of need or intended use by the Coast Guard.

The FCC has issued an Order clarifying the rules pertaining to the use of digital modulation techniques in the Personal Radio Services. Such emissions are not permitted in the Citizens Radio Service or the 462 mHz General Mobile Radio Service. There is no reason to pre -clude their use in the 72mHz Radio Control Radio Service, though, and this amendment modifies Part 95 to permit such use.

To emphasize the federal interest in Amateur Radio Service communications, the FCC has issued a declaratory ruling of limited preemption of state and local regulations which may preclude amateur operations. These local regulations usually take the form of height restric -tions on antenna structures. In effect, they may prevent operation by an amateur operator even though he may hold a valid FCC license and be fully entitled to such operation.While recognizing the rights of state and local governments to regulate the placement or height of antennas 'based on health, safety or aesthetic considerations', the Commission also emphasizes the strong federal interest in promoting Amateur communications (for use in emergencies, civil defense, etc, programs such as MARS, RACES, and so forth) and therefore states that any such local regulation is in conflict with federal objectives and must be preempted, to the extent that it limits such operation.

The Commission has amended Part 18, which regulates Industrial, Scientific and Medical (ISM) equipment. The amendment condenses Part 18 down to three subparts, general information, applications and authorizations, and technical standards. Changes include streamlining the

authorization procedures. Only consumer equipment must now be type-cer -tified, including microwave ovens, which until now had to be type-ap-proved. All other industrial type ISM equipment will be subject to the verification procedure. Four new ISM bands were added, 6.78 mHz and 61.25, 127.5 and 245 gHz.

The FCC has established a joint government-industry advisory com-mittee to provide technical assistance concerning criteria for the pro -posed sharing of the UHF-TV band with land mobile use. (See proposal, Sept.85 column.) Representatives from broadcast, land mobile and other interests and organizations will participate and submit their studies and recommendations to the Commission, hopefully by March 7th. Most of the studies and tests will in fact probably be done by the committee, due to the limited funds available to the Commission. The committee has held three or four meetings so far, the last on Dec. 18.

The FCC has allocated a total of 99 mHz of spectrum for a Radio-Determination Satellite Service (RDSS). As envisioned, this service will allow users to obtain accurate readings of their position as well as to transmit and receive brief alpha-numeric messages. The band from 1610 to 1626.6 mHz will be used for user uplinks. This band is alloted for Aeronautical Navigation and for Aeronautical-Satellite use. It is also available on a secondary basis for Radio Astronomy use, particu-larly at 1610 mHz, and any use by mobile RDSS stations will have to ensure non-interference to radio astronomy facilities. The user down-link frequencies will be in the 2483.5 to 2500 mHz band. This band is used for fixed and mobile use in the Private land mobile and Auxiliary Broadcast services, plus ISM use. The cost of requiring the fixed lic-ensees to relocate would be very costly, so existing licensees will be allowed continued operation on a co-equal primary basis.In cases where mobile stations cause interference to RDSS, an RDSS licensee is given the option of paying the existing stations costs of changing frequency bands. 66 mHz at 5 gHz was reallocated for satellite downlinks to RDSS Central Control stations. This band is alloted for Aeronautical Navi-gation and strict signal strength limits will apply, for the protect-ion of Microwave Landing Systems (MLS). The band from 6525 to 6541.5 will be used for central control station uplinks, but this band is al-ready avalable for satellite use so no amendment was required.Possible uses for the new service include search and rescue, surveying and mar-ine and aviation navigation. Railroads and trucking companies can make use of the system for tracking and relaying of messages. Law enforce-ment interests (including DEA) commented that RDSS could be used as a sophisticted Automatic Vehicle Monitoring system. It's going to be in-teresting to see if this new service will take the place of the Mobile Satellite Service proposed for the 821/866 mHz bands. (June 85 column.

At the request of Aeronautical Radio, Inc (ARINC), the Commission is proposing to amend Part 87 to permit administrative messages to be transmitted digitally on a secondary basis on Aeronautical Enroute (company) frequencies. These frequencies (122.825, 122.875 and 128.825 through 132.0 mHz) are for operational control communications only, those related to 'the safe, efficient and economical operation of air-craft'.In the ARINC ACARS system, this information is transmitted dig-itally, instead of by voice. Under this proposal, the system could be used to also transmit administrative messages, such as passenger infor -mation for connecting flights,anticipated service needs,inventory of passenger service supplies, etc.

Another proposal would relax the restrictions on the use of the airport utility frequencies in the Business Radio Service. These chan-nels (460.650 through 460.875 mHz (and 465.65 - 465.875) are reserved for entities providing commercial air services. Beyond 75 miles from urban areas of 200,000 or more they may be used by any eligible in the Business Radio Service with power up to 110 watts. Within the 75 miles they may be used by low power stations (two watts or less). Under this prorposal, these channels could be used by licensees within 50 miles of the actual airport (not the cities boundaries),with a maximum power of 300 watts ERP. Such use would be on a non-interference basis to the licensees at designated airports, those airports serving urban areas and having sufficient activity to warrant restricting the use of these channels at that location.

The Commission has released a Notice of Proposed Rulemaking that would streamline the application procedures for trunked Specialized Mobile Radio Systems. Presently, the SMR owner is licensed for the transmitter or repeater and the individual users are licensed on the mobile frequencies on which they operate. New applications are requir-

ed from all users whenever a change is made, for example when a five-channel system is expanded to 10 channels. This places a burden on the users and on the Commission, who must process these applications. This notice proposes to allow users to operate on any frequency assigned to the trunked SMRS operator and no longer require them to modify their licenses anytime an SMR operator adds (or loses) channels in a system. Also, if a system is sold, the new operator would merely supply a list of users to the Commission and they would note this on their own license records.

Finally, the FCC had released proposal that would allow the use of certain marine radar bands for radiodetermination use by mobile stations for such uses as oil exploration,search and rescue and radio-location. In addition, certain VHF frequencies would be allocated for beacon or transponder use.These are 154.585, 159.48, 160.725, 160.785, 454.0 and 459.0 mHz, frequencies presently allocated in the Petroleum and Railroad Radio services. Their use offshore, with low power and very short duty cycles should prevent interference to land mobile stations.

FEDERAL GOV'T and MILITARY

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:

Dennis Biagioli, 607 W. Pleasant Ave. Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Hi! Wow, here we are at the beginning of another year already. Just unbelievable.

KEN (MO-045) sent the following list of all confirmed frequencies in use at Chanute Air Force Base, Illinois:

138.275 Security Police/Law Enforcement Ch.-1 (Primary Dispatch)
138.425 Security Police/Law Enforcement Ch.-2 (Special Ops)

139.725 Base Hospital (Medical Net), communications between hosp. & ambulances
148.100 Base Hospital, Pager
155.280 Base Hospital, (Hospital Emergency Assistance Radio -- Illinois Hospital Assn. freq.)
155.340 Base Hospital (MERCI freq., hospital/civilian ambulances)

139.825 Fire/Crash Net -- Base Fire Department
140.000 Civil Engineers Net (snow removal, streets & grounds maint., etc.)
172.825 Base Disaster Preparedness Net as well as Base Exercises
155.115 Champaign County Emerg. Services & Disaster Agcy., severe weather warnings, etc.

JIM (MI-125) offers more in keeping with the Air Force theme we seem to have set.

WURTSMITH AIR FORCE BASE (OSCODA, MI)

150.195 Base Maintenance Net
163.4875 Civil Engineers
163.5125 SAC Maintenance
165.0375 Vehicle Ops & Disaster Force
165.1125 Communication Maintenance

164.1000 Law Enforcement Ch-1
163.5875 Security Police Ch-1
163.0500 Security Police Ch-2
164.0500 Security Police Tac-Channel

149.565	Command PBX
148.095	Disaster Preparedness
173.5875	Fire & Crash Control
173.5625	Medical Net
126.200	Tower
128.600	APC
134.800	APC / Radar
130.650	Military Airlift Command (MAC)
134.100	Military Radar

CAMP GRAYLING (GRAYLING, MI) AIR NATIONAL GUARD

42.00	Camp Fire Security
41.80	Range Control
41.85	Range Control Command
41.90	Helicopters
37.00	Tower
126.200	Tower (Wurtsmith)
128.600	APC (Wurtsmith)

SELFRIDGE AIR NATIONAL GUARD BASE (MT. CLEMENT, MI)

126.200	Tower
128.300	Ground Control
119.600	Approach Control
173.4375	Selfridge Police
173.5875	Selfridge Fire
163.4875	Security Police
173.1000	U.S. Army - Selfridge

One small aside, the VHF aircraft frequencies were included here because at the time this is being written, a new aircraft editor has not yet been named. Onward...

STEVE (KS-011) reports a new digital repeater output frequency at McConnell Air Force Base, 138.8750. Input is unknown (but Steve would like to know if anyone can help out). When operating "in the clear" the base identifies as "Security Control" and the mobiles are checking building and complex security. Help...anyone???

FRED (NM-005) and GREG (CA-OR-206) both responded to a recent question of NEAL (CA-LA-385) regarding the Angeles National Forest frequencies.

F-1	171.5750	Simplex
F-2	172.375/171.575	R-in/out
F-3	169.9500	Fire Net
F-4	168.2000	BIFC Tac-2 (Tactical Net)
F-5	169.1250	Region 5 "Calling"
F-6	170.0000	Common Air/Ground
F-7	168.6000	Tractor Net

The following are links repeating 171.5750:

415.2250	Mt. Lukens Link
415.3250	Johnstone Peak Link
415.4250	Los Pavetos Link

JUST FOR THE FUN OF IT DEPARTMENT

Thought you might like to know that on May 6, 1985, federal regulations went into effect allowing the Central Intelligence Agency's (CIA) personnel functions identical to those provided by the General Services Administration's special police officers to protect CIA foreign intelligence facilities that are located within the United States. If you visit one of these sites, you might want to know the following items are prohibited: photographic equipment (including television, video taping and motion picture cameras), transmitting and recording equipment, and "Walkman-type" radios.

These facilities are where the agencies international classified and extremely sensitive activities are managed as well as personnel being trained there.

CALL FOR CONTRIBUTIONS OF SPECIFIC AGENCIES

Just a slight reminder that everyone is cordially invited to take part in the "by popular demand" special projects that many of you asked for in a recent questionnaire response. Get out your notes and send along the appropriate material by the corresponding deadline and we'll see how complete a list we can find. Remember, please do not copy a list from a published source. Let's make this complete and reliable from members who KNOW what's happening. In that way all of us of RCMA profit. After all, isn't that why we joined?

Deadline	Subject area
Feb 15	Nat'l Park Service (Interior Dept.) Includes over 330 Nat'l Parks, Monuments, historic sites & recreation areas
Mar 15	U.S. Forest Service (Agriculture Dept.) Includes 155 Nat'l Forests, 19 Nat'l Grasslands and 18 land utilization projects
Apr 15	Veterans' Administration Operates 172 medical centers, 16 domiciliaries, 225 clinics and 99 nursing homes.
May 15	Fed. Aviation Admin. (FAA)--but not VHF aero freqs. Please do not include frequencies between 108 and 136 mHz.

I'll be looking forward to hearing from you! Have a safe and healthy New Year!

73- Kenny

INTERNATIONAL

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to:

Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902

It seems to me that I have promised to provide some Cuban frequencies that I had stored away. Well here they are. They seem to have come from Bill (FL-009) by way of Larry (MI-001). I found them while cleaning out some old files. They are now probably several years old-however, probably still are good!

CUBAN AERO RADIO FREQUENCIES (VLH, HF & VHF)

ALEGRE:		
Beacon	UPA	382kHz
ANTONIO MACEO-SANTIAGO		
Approach control		119.4MHz
Maceo tower		118.1MHz
Beacon	CMH	339 kHz
BARACOA		
Radio		5461 and 2861 kHz
Baracoa Tower		118.1MHz
Beacon	UBA	278 kHz
BATANO		
Beacon	UBO	296 kHz

CAMAGÜEY
Radio 126.9MHz and HF on 5461 and 2861 kHz
Beacon UCM 370 kHz
C 402 kHz

CIENFUEGOS
Radio 126.9MHz and HF on 5461 kHz
Tower 118.1MHz
Beacon UCF 212 kHz

GIRÓN (Bay of Pigs)
Beacon UGN 230 kHz

GUANTÁNAMO
Radio 118.3MHz and HF on 5461 and 2861 kHz
unconfirmed HF on 3067 and 3088 kHz

GUANTÁNAMO BAY NAVAL AIR STATION (USA)
Navy Leeward Twr 126.2 340.2 360.2 MHz
Navy Universal Air/Ground 6723 kHz
(also used for ship/shore,ATC and other aircraft op coms)

LA HABANA (HAVANA)
Boyeros Radio 126.9MHz and HF on 10017 8959 8840 6540 5484
5461 2966 2952 2861

HAVANA CENTER (Located at Boyeros)
Radio 123.7 128.7 128.8MHz
Beacon UHA 348 kHz
A 339 kHz

HOLGUIN
Radio 5461 kHz
Beacon UHG 353 kHz

ISABELA
Beacon UIS 305 kHz

JOSÉ MARTÍ INTERNATIONAL (Havana)
Approach control 120.3MHz
Tower 118.1MHz
Beacon UAN 220 kHz

MAISÍ
Radio 118.1MHz and HF on 5461 kHz

MANZANILLO
Radio 5461 and 2861 kHz
Tower 118.3MHz

MOA
Radio 118.3MHz and HF on 5461 and 2861 kHz
Beacon UMO 212 kHz

NICARO
Radio 118.3MHz and HF on 5461 kHz

NUEVA GERONA
Tower 118.3MHz and HF on 5461 kHz
Beacon UNG 412 kHz
B 278 kHz

SAN JULIÁN
Beacon USJ 402 kHz
J 353 kHz

SANTA CLARA
Radio 5461 kHz
Tower 118.1MHz
Beacon USC 240 kHz

SANTIAGO DE CUBA
Radio 126.9MHz and HF on 5461 and 2861 kHz
Beacon CMH 339 kHz

SIMONES
Beacon USR 315 kHz

VARADERO
Radio 5461 kHz
Tower 118.3MHz

VARDER
Beacon UVR 272 kHz

Note: the frequencies of 118.1 and 118.3 are widely used throughout Latin America.

From the above list, I am not familiar with the following. Can any one tell me where they are in Cuba?

Alegre Batano (Batabanó???) Moa Simones and Varder

••••••••••••••••

From the UK comes some corrections and confirmations:

August 1985 page 34 The channel spacing is in HZ not MHz
152.525 MHz was new to the writer and is Metropolitan Police channel 3 repeater link. The repeater output is on 99.00 FM

139.210 is Gas
139.350 is Gas
163.300 Mobile Phones are every 25kHz only
165.170 is 'Securitas' Security company
166.220 is Ambulance Control
166.270 is Ambulance Control
440.575 is possibly a TAXI base

In the September column, he confirms that 452.700 is POLICE in the 451-453MHz band on 25kHz channels.

••••••••••••••••

Here's a bit more of our Mexico data base listing. All of the following have been provided by Rafael Mirano, MEX-003.

CITY OF CUERNAVACA

138.3150 mobile phone input to repeater on 143.5750
138.4400 mobile phone input to repeater on 143.7000
143.5750 mobile phone repeater- input is 138.3150
143.7000 mobile phone repeater- input is 138.4400
150.8000 government agency
150.9000 police department
154.7300 Federal Highway Police
157.7250 C.F.E (Light and Power)repeater-input is 158.5250
158.5250 C.F.E. input to repeater on 157.7250

CITY OF TLAXCALA

151.3000 police department
154.7300 Federal Highway Police
158.3250 C.F.E. (Light and Power)

CITY OF PUEBLA (Capital of Puebla State)

138.3150 mobile phone input to repeater on 143.5750
138.4400 mobile phone input to repeater on 143.7000
138.5400 mobile phone input to repeater on 143.8000

RCMA

Radio Communications Monitoring Association

MARKETPLACE EDITOR / P.O. BOX 1329 / PALMDALE, CA 93550-1329 U.S.A.

MARKETPLACE AD REQUEST FORM (020182)

Circle One: FOR SALE FOR TRADE WANTED

Name: _____ Membership Number: _____

Residence Address (no P.O. Boxes or R.R. Boxes, but an actual street address: ___

_____

City/State/Province/Zip Code/Postal Code/Country: _____

_____

Phone Number: (____) _____ - _____

Mailing Address (if different from residence address): _____

_____

City/State/Province/Zip Code/Postal Code/Country: _____

_____

Which of the following do you want included in your ad? (Check all that are desired):

___Residence Address ___Mailing Address ___Phone Number

.....

Your Ad: Make/Manufacturer: _____

Model Number: _____ Asking Price: _____

Additional information to be included in ad: _____

_____

_____

I hereby agree to abide by the guidelines currently established for the MARKETPLACE column. Should I receive money from other members for goods and/or services that I am no longer able to provide, I will immediately return that money to that other member responding to my ad.

Date: _____ Signature: _____

138.6400	mobile phone input to repeater on 143.9000
143.5750	mobile phone repeater- input is 138.3150
143.7000	mobile phone repeater- input is 138.4400
143.8000	mobile phone repeater- input is 138.5400
143.9000	mobile phone repeater- input is 138.6400
148.9000	taxicabs
150.1750	taxicabs
150.7500	Social Security Hospital
152.3750	paging
152.8400	police department
154.0250	traffic police
154.7000	Federal Highway Police
155.9750	taxicabs
157.8750	C.F.E. (Light and Power) repeater out
158.2250	C.F.E.
158.8500	C.F.E. repeater out
160.0250	taxicabs
170.3000	taxicabs

MEXICO CITY

154.3500	Aeromexico Airlines-Airport
155.0000	Mexicana Airlines-Airport
155.2500	City Sanitation repeater out
156.8500	Airport Security
156.3250	Airport Operations Control
450.1750	IMSS Ambulances
450.3250	IMSS Ambulances

Well, that's it for this month. See you in 31....

MARKETPLACE

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:
RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550

Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

ATTENTION:

Members wishing to contact me by way of electronic mail may do so via the following services:

Service:	ID:
COMPUSERVE:	72527,2651
COMPUSERVE:	76566,1542
DELPHI:	EAGLE5351
MCI MAIL:	286-1087
TELEX:	6502861087

FOR SALE:

Realistic PRO-2009 + Hamtronics 800 Mhz converter. $199.00 OBO. Contact: JOE McGINLEY / FL-196, 4209 Carambolaurs, Cownurcreek, FL 33066 or phone 305-979-8846. (10-18-85)

FOR SALE:
D.O.C. microfilm from 1981; microfiche of company code number giving name of frequency users. $125.00 U.S. OBO. Contact: GILLES THIBODEAU / CAN 101, Box 193, Lac-Megantic, Quebec G6B 2S5 Canada. (10-15-85)

FOR SALE:
Drake SP-R-4 and Drake FS-4 (.2 - 30 Mhz) synthesizer with Gilfer antenna tuner. $250.00. UPS. Contact: GENE SAWYER / CA-SN-004, phone 415-461-8618. (10-12-85)

FOR SALE OR TRADE:
2 items: Bearcat BC-140. $75.00. Realistic DX-100 SW receiver. $40.00. Will trade either/both for used scanning equipment of any type. Contact: RICHARD AVERY / CA-AL-020, 2672 108 Ave., Oakland, CA 94605. (10-29-85)

FOR SALE:
Bearcat 250. Used; needs repair; sold as is; contact first. $50.00. Contact: John Henry Hart / PA-019, 9926 Haldeman Ave., Apt. 129-A, Philadelphia, PA 19115 or phone 215-673-4146. (10-13-85)

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photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 X 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

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HAPPY HOLIDAYS FROM THE PHOTO DEPARTMENT!

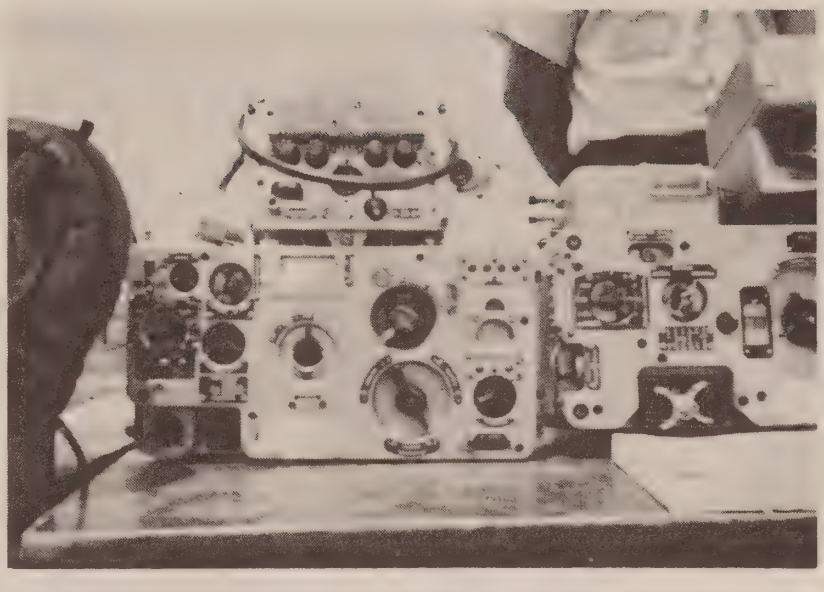
8686868686868686868686868686868686868686868686868686868686868686868686

We now continue with our international subjects, thanks to some more really great contributions. First, thanks to Alan G. Henney (MD-069), we get to see some Russian military radios. These were on display at a Delaware National Guard open house.

Actually, the first picture (right) is of a wired intercom from (I believe) a tank. The headset fits right into a helmet, like the one at top right. It looks like the tank commander and gunner have a private line, in addition to the other one.

In photo #2, on the next page, we can see more of the radio to the right in #1. The helmet is good for size comparison. The radio on the left of #2 is AM and CW on 1-15 MHz HF. Alan didn't say if SSB is available. If not, and if a lot of these sets are still used, it could explain why we hear AM from Russia on many frequencies.

To the right of this set is one for 22-24 MHz FM, tuneable. This band is in the coverage range of "our" AN/PRC-8, a smaller rig, and it can have skip. During WW II, Rommel's Afrika Korps was heard clear around the world in a similar band, badly compromising a Nazi battle plan. The little box on top labelled "FMT" is for antenna matching.



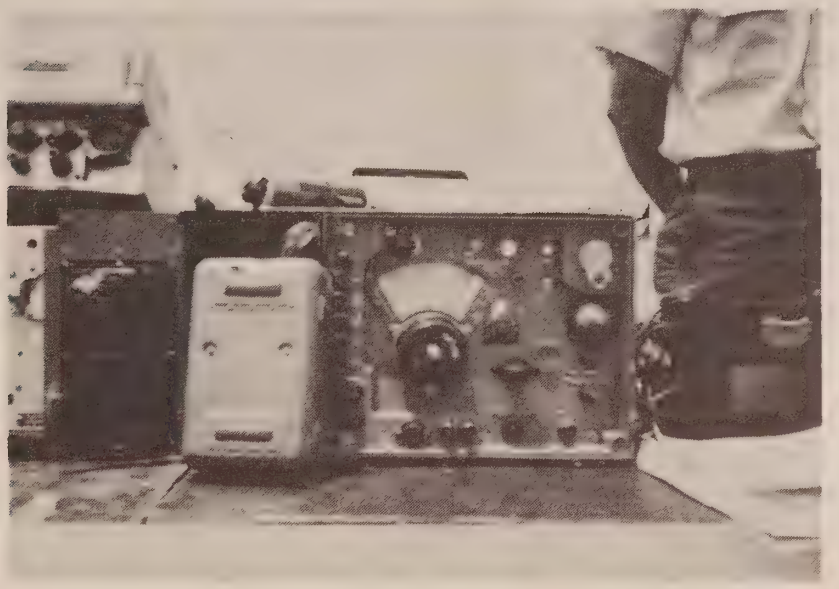
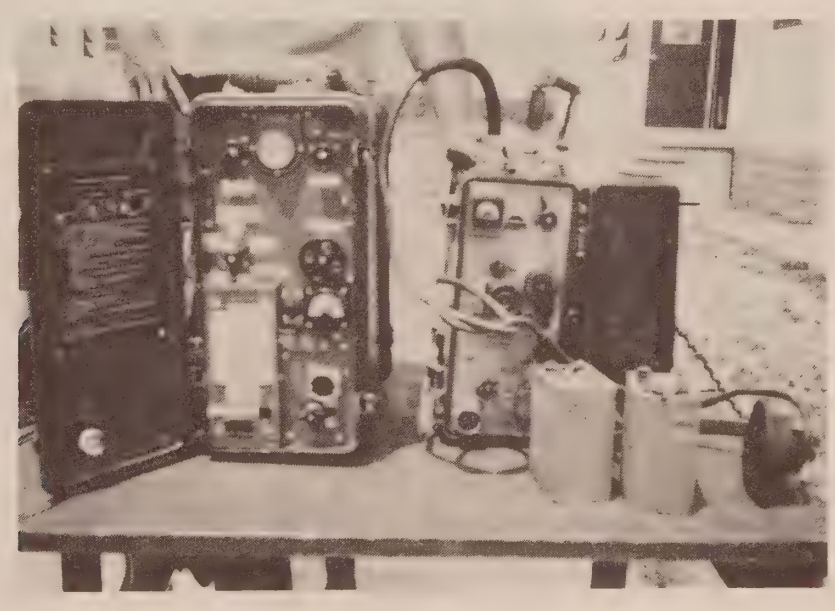
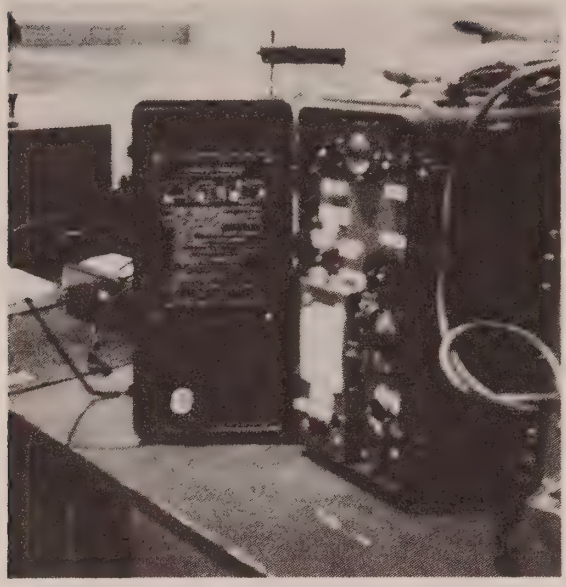
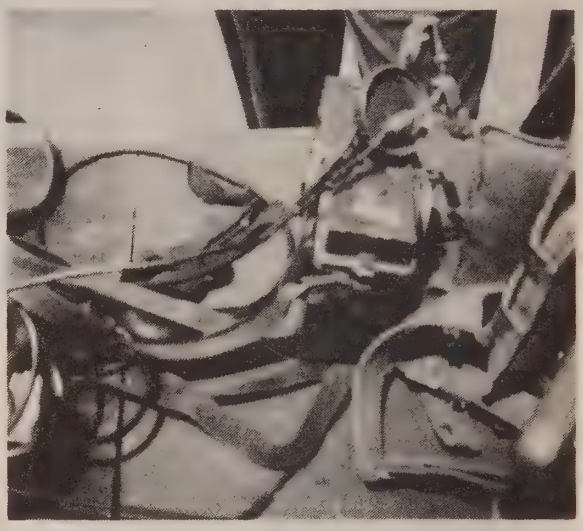


Photo #3 shows a 21-51.5 MHz (HF-low VHF), tuneable, FM rig. It looks like this one carries an internal battery pack, and connects to a field phone handset.





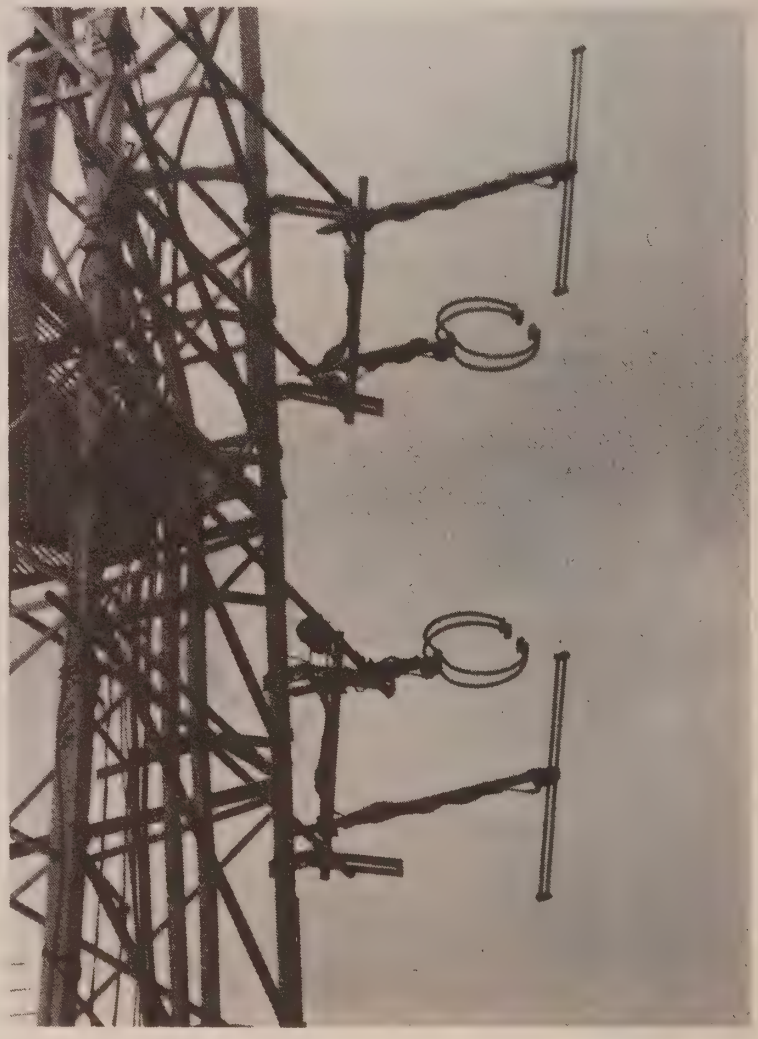
According to Alan, the unit on the left in photo # 4 is called the "R-108" series by Americans. I assume this is different from "our" R-108, a 20 MHz mobile receiver. The Russian radio is FM on 280-364 MHz. The smaller portable at right is called the "R-105." Wet cell batteries and earphones are in front. The funny, bent thingie on top is part of the antenna.



Next is another look at the "R-108" (above) and finally a shot of the only solid state radio, a crystal-controlled battlefield unit (right). This newer set was obtained through a "third world" country. Coverage was not specified, but I notice that it has the same antenna as the "R-105." Neat stuff, Alan.

NORTHERN IRELAND MYSTERY UNRAVELED!

Remember that wild D-F setup seen by member Peter Hegen (NIRE-002) in Londonderry? Well, Peter was hilltopping nearby, and he snapped yet another "mystery" antenna. The setup in question is seen at the right, then we have a good look at the entire tower.



OK... your intrepid photo editor can figure out this one. Peter has seen 4 VHF dipoles, stacked in a "gain" array for FM broadcasting. The size and spacing look right (the U.K. has their FM in the 88-108 MHz band, just like the USA). One usually sees 4 or 6 of the curved dipoles, like the ones in the middle here. They're bent like that to make the pattern less directional, and the stacking lowers the radiation angle. A pretty potent erp can result.

However, this station, like many others nowadays, has put two of its dipoles in vertical polarization. These are the outside ones, and they look like something that scanner users should be used to. This is one way, though not the most efficient way, to improve the FM reception on distant car radios with vertical whip antennas.

Case closed... but what is that ominous-looking can atop the tower? Peter said this site also has military users (the yagis may be some of their links), but I haven't a clue to what's in there. UHF arrays? TV? Oh well... 73 'till next month.

PUBLIC SAFETY

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for poilice, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may no be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak	10-19	(In) contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call ( ) by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (Meet)
10-8	In service	10-26	Estimated time of arrival
10-9	Say again	10-27	License/Permit Information
10-10	Negative	10-28	Ownership Information
10-11	( ) on duty	10-29	Records check
10-12	Stand by (stop)	10-30	Danger/Caution
10-13	Existing conditions	10-31	Pick up
10-14	Message/Information	10-32	( ) units needed (Specify)
10-15	Message delivered	10-33	Help me quick
10-16	Reply to message	10-34	Time
10-17	Enroute	10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward.	
10-18	Urgent		

R.C.M.A. SOUTH CENTRAL

SOUTH CENTRAL

SOUTH CENTRAL

POST OFFICE BOX 5053
AUSTIN, TEXAS 78763-5053

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas to the above address.

Greetings. Happy New Year, everyone! Richard and I certainly hope the new year starts off on the right track for you all. If this month is any indication of things to come for the new year, then my preference is to not start the new year at all. Richard and I had a small communications foul up and this column is being prepared post haste and will hopefully be delivered to Carol in time to just slip under the wire. Time will tell.

In response to some reader input suggestions in the readership survey a few months ago, this column will be starting a new feature that will be run from time to time, as needed, called "Paging". When you see the "paging dept", please check if you can help out and write in with the needed information. So let's get with the program (a little computering humor)...

PAGING DEPT: To all members in the San Antonio area and all others with knowledge of San Antonio radio systems. To start this new feature we, the editors, are trying to gather a healthy file on San Antonio area systems for a metro profile, very much in the style of the recent D/FW profile (see the November 1985 col) or the Austin

profile (see January 1985 col). The more info the better. The San Antonio profile being planned now is intended to update the info in the December 1984 and the March 1985 col. Re-confirmation of the info in the December 84 and March 85 columns and additions such as unit numbers, patrol sector maps, etc. would be most appreciated. Furthermore, we need confirmation on the San Antonio suburban municipalities' police, fire, and local gov't channels, especially the local gov't channels. The cities involved are:

Alamo Heights	Grey Forest	Olmos Park	Terrel Hills
Balcones Heights	Helotes	San Antonio	Universal City
Castle Hills	Hill Country Village	Schertz	Windcrest
China Grove	Hollywood Park	Selma	
Cibolo	Kirby	Shavano Park	
Converse	Leon Valley	Somerset	
Elmendorf	Live Oak	St Hedwig	

PAGING: Any and all members with info on the Panhandle region of the state. The editors are looking for specific info -- maps, specific channel plans, etc. -- on the Panhandle Emergency Medical Services on the UHF-MED net channels. These are listed in POLICE CALL in umpteen number of places. We would like to do a feature on this system but lacking <u>any</u> knowledge of it, we are pleading for input.

From JERRY, TX-54: Jerry reports that during the various hurricanes during the August and September periods several ham radio nets were active. Namely, the Florida Panhandle Emergency Net on 3950 kHz and the Gulf Coast Hurricane Net on 3935 kHz. In addition, there will be a <u>weekly</u> Red Cross Net at 7:00PM Sundays on 3910 kHz. Perhaps these frequencies will be of use in the future should any wide spread disaster occur, so keep these in mind.

Thanks, Jerry, for that info. The ham frequencies are becoming increasingly important in that they are the few sources of info that still remains in the "clear" mode. (Note from Ken: Jerry, I listened to these frequencies during the hurricanes as well and I noted during the "brush" with 'Gloria' that the East Coast hams weren't as active as the Gulf Coast people. Looks like some parts of the country are better prepared than others, prepared with experience, that is.)

From MIKE, TX-081: Mike notes that the license listing KNGG 349 in Allen, TX in the Sept column is used by the Texas Municipal Power Authority. Mike notes that the channel is quite active. Mike notes further that the licenses in Garland and Arlington are <u>most probably</u> the same agency, though <u>this is not confirmed</u> for a fact.

Thanks, Mike! At long last some progress has been made on this "mysterious" channel. D/FW members, please take note, check out and confirm! Does anyone know what this agency does? It's authority service area, etc?

From an anonymous source: The TX Rodent & Preditory Animal Control agency (so marked on the vehicles) have been noted running around with one channel GE radios -- VHF-high band. Presumably this is a special division from the TX A&M University and are licensed through A&M, but which frequency is unknown.

Editor's note: Our thanks to this individual for this contribution. Does anyone have further info or can anyone speculate further? If so, please contribute your thoughts.

In closing this rather short column, I would like to make note of some recent developments in the halls of Congress that might be making a huge impact on our listening hobby. A bill has been introduced into the U.S. House of Representatives (HR-3378, The Electronics Privacy Act of 1985) that needs to be looked at very closely. Carol Ruth has told me that further details of this legislation will be provided in other parts of this issue. Please read it very carefully and if you have <u>any</u> strong feelings about it one way or another, please do your part to help resolve this issue.

With that I must say so long as time has run out. See you next month.

PUBLIC SAFETY — GREAT LAKES:

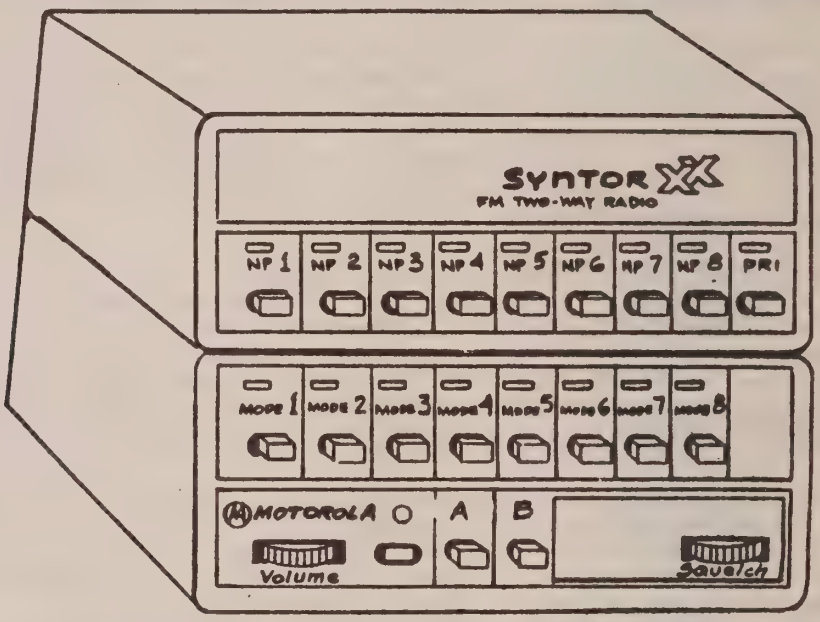
Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Jack Waterman, 466 Kings Way, Mundelein, IL 60060

HELLO! Welcome to Public Safety/Great Lakes for January, 1986. Also, Happy New Year. Here's hoping that the Holiday Season just concluded brought you both the spiritual and material gifts you hoped for. My Holiday gifts began arriving early, in the form of responses to the second reader survey. As a result, I have lots of reader input to pass along this month. So let's get on with it.

--

ILLINOIS TOLLROAD [ISP DISTRICT 15] VHF-Hi RADIOS - Remember when I mentioned recently that every so often I receive a report of exceptional merit to include in the column? Well, this month that report comes from **DENNY** [IL-026], who has provided a first-hand look at the Motorola Syntor-X radios the ISP District 15 troopers use in their Tollroad patrol cars. Unless there's some problem with reproduction, you'll see an sketch of the radio next, then a description of its operation.



The ISPERN radio is designed in two sections: TRANSMITTER/RECEIVER and INDEPENDENT CHANNLE SCAN. On the Tx/Rx section, the A/B buttons allow the trooper to transmit and receive on any of the 8 channels [see below]. The A/B buttons select which freq is selected by the Ch 7 button. When 'A' is depressed, the radio operates on HF-4 on Ch 7; when the 'B' button is depressed, the radio operates on IREACH on Ch 7. The remaining channels [1-6 & 8] operate on the same freqs in either 'A' or 'B' mode.

The radio is turned on by pressing either 'A' or 'B'. A green light above each button indicates which mode is selected. The Tx/Rx channel is selected by depressing one of the 8 channel select buttons.

The scanner [upper] section of this radio always scans ISPERN. Other channels [non-priority channels] may be selected for scanning by pushing the corresponding **NP** button. The radio always scans the 'A' list of channels, whether 'A' or 'B' mode is selected. If 'A' and 'NP7' are selected, the scanner section will scan HF4. If 'B' and 'NP7' are selected, it will scan HF4 and IREACH according to the material **DENNY** received, but I don't understand how.

Anyway, the best way to understand all of this is to review the channel plan:

Channel	Freq	Location
1 [A&B]	155.475	**ISPERN** [statewide]
2 [A&B]	154.695	HF-2 **Districts 2/Elgin** and 10/Pesotum
3 [A&B]	154.935	HF-2 **Districts 3/Chicago** and 9-13-13A/Springfield & DuQoin/Cairo

4	[A&B]	154.680	HF-2 **Districts 4/Crestwood** and 12-14/Effingham & Macomb
5	[A&B]	154.920	HF-2 **District 5/Joliet**
6	[A&B]	155.520	HF-2 **Districts 16/Rockford** and 8/Peoria
7	[A]	155.460	**HF-4 or "Channel 7"** [statewide]
7	[B]	155.055	**IREACH** [statewide]
8	[A&B]	155.925	**Car-to-Car channel, District 15**

How's that for 'the real thing?' Can't get any better than first-hand info on radios and channel plans! Thanks, **DENNY**, for another super contribution.

--

DEVIL'S NIGHT IN DETROIT - The following comes from 'Anonymous.' i realize that Devil's night is the end of October, but that's when I'm writing this and you may want these freqs and their usages for next year. I've omitted four freqs submitted by 'Anon' as they're what we call 'sensitive.' In other words, they're assigned to a Federal Agency.

453.550	Police Command Channel
453.825	Police Tactical Mobile Units
453.875	Police Tactical Mobile Units
453.925	Police Tactical Mobile Units
453.975	Police Tactical Mobile Units
123.050	Police Helicopters Air to Ground
123.075	Police Helicopters Air to Air
122.900	Police Helicopters Air to Air
****	Unknown Police Use [Talk of street gang activity]
****	Unknown Police Use [Talk of street gang activity]
****	Unknown Police Use [Talk of street gang activity]
****	Unknown Police Use [Talk of street gang activity]
450.2125	News Media [T.V. 2 and Unknown Radio Station]
450.4875	News Media [T.V. 2 and Unknown Radio Station]
154.310	Detroit Fire Department [Main channel/dispatch]
154.400	Detroit Fire Department [Secondary channel/mobiles]

Thanks, **ANON**, for that report. Sorry I couldn't print the four freqs omitted, but I know you understand the Newsletter policy.

--

READER SURVEY FAVORITE FREQS - Following, in no particular order, is a selection of your contributions to PS/GL via the Readers Survey. Some readers contributed more than 12 freqs; however, I'm printing your first 12 in each case to help **CAROL** balance out the column. A painless way to get credit in the column, no? I hope you all find something of interest here.

FROM JOHN [IL-217], HENRY, IL

154.800	Marshall Co. Sheriff rptr
154.740	Putnam Co. Sheriff rptr
158.730	Peoria Co. Sheriff primary
158.790	Peoria Co. Sheriff secondary
155.430	Bureau Co. Sheriff F-2
154.650	Bureau Co. Sheriff F-3
155.700	LaSalle Co. Sheriff rptr
155.145	LaSalle Woodford Co. Sheriff
42.36	ISP District 8 LF-1
42.50	ISP Statewide LF-2
155.520	ISP District 8 HF-2
155.475	ISPERN

FROM KEVIN [WI-079], MADISON, WI

460.050	Madison Police dispatch/cars
460.150	Madison Police TAC 4 - data
460.300	Madison Police Detectives
460.475	Madison Police Ch 3
155.565	Dane Co. Sheriff cars
155.655	Dane Co. Sheriff dispatch
155.475	WISPERN
460.575	Madison Fire Dept dispatch
460.600	Madison Fire Dept response
460.625	Madison Fire Dept rescue
162.550	NWS Weather
155.520	Monona Police

FROM DAVE [IN-002], JASPER, IN

42.42	ISP dispatch
42.26	ISP car to base
42.12	ISP car to car
42.16	ISP tactical freq
155.130	Jasper Police
154.890	Jasper Police car to base
155.370	POINT
154.130	Jasper Fire Dept

FROM GERALD [?], SCHAUMBERG, IL

470.4375	Northwest Central Dispatch Ch 1
154.205	Northwest Central Dispatch FIRE
154.980	Elk Grove admin freq
42.56	ISP Distrcit 3 LF-1
154.935	ISP District 3 HF-2
460.200	Chicago PD Citywide 2
155.475	ISPERN
155.460	ISP Statewide HF-4 "Ch 7"

155.100	Huntingburg Fire Dept	155.400	MERCI-400
154.540	Memorial Hosp-Jasper EMS	155.370	POINT
155.220	St Joseph Hosp-H'burg EMS	460.300	Chicago PD Citywide 7
155.340	IHERN	154.995	Cook Co. Sheriff BAND 3

FROM ROBERT [MI-133], GRAND RAPIDS, MI

155.655	Grand Rapids police	154.310	Detroit Fire Dept
462.950	Area EMS [MED-9]	154.340	Regional Fire Depts
155.790	Grand Rapids police	154.235	Troy, Clawson Fire Depts
155.010	Kent County Sheriff	453.450	Warren Fire Dept
154.130	Grand Rapids Fire Dept	460.625	Sterling Heights Fire Dept
154.070	Kent Co Fire & Civil Defense	154.130	Macomb County Fire
154.370	Regional Fire Depts	154.430	Oakland County Fire Depts
155.070	County-wide Channel [? use]	155.865	MEPPS inter-city car to car
155.865	State-wide Channel [? use]	42.94	MSP [Oakland County]
154.800	East Grand Rapids Police Dept	155.010	Regional PD's
42.58	MSP	****	INS
154.740	Grand Rapids Police Dept vice	450.2125	WWJ Radio

FROM ROBERT [MI-108], MADISON HEIGHTS, MI

--

Do you like that format? I've saved at least two more months of just this type of listing. You can be certain that the freqs are 'good' as they're personally monitored, not copied from a book. After I've run the balance of the 'Top 12' lists I'll start into the added material you submitted at the same time. Thanks to this month's **SURVEY CONTRIBUTORS.**

Now a few odds and ends to bring PS/GL to a close. Remember the **Question Box?** At least **SCOTT [IL-054]** does. Here are a couple of his replies:

FOR BOB [IL-269] - Cary uses their scramblers much like most departments which have them do: so you won't know how many Big Macs the dispatcher wants! Seriously, Elgin used to use speech inversion heavily. Since they've gone to 800 mHz, to quote an article in the Daily Carrier News, "no receivers exist for 800 mHz." They think they're immune from monitoring. Other scrambler users I know of are Kane County, McHenry County, Crystal Lake Regional Dispatch, Algonquin. So in my area it's used quite heavily tho actual usage does vary greatly.

For Scott [WI-039] - Here's an update on Kane County:

POLICE DEPARTMENTS & THEIR VEHICLE NUMBER

01		30	Kane/Traffic Control
02	Animal Control	31	Kane/Patrol
03		32	Kane/Patrol
04		33	Never assigned
05	Gilberts PD	34	Kane/Patrol Sergeant
06	Gilberts PD	35	Kane/Patrol
07	Fox River Valley Park District	36	Kane/Patrol
08	Fox River Valley Park District	37	Kane/Patrol
09	Maple Park PD	38	Kane/Patrol
10	Maple Park PD	39	Kane/Patrol
11	McGraw Wild Life Preserve/	40	Kane/Patrol
12	Elburn PD	41	Kane/Youth
13	Elburn PD Base	42	Kane/Youth
14	Elburn PD	43	Kane/Civil Process
15		44	Kane/ Dir. Admin. Lt.
16		45	Kane/ Undersheriff
17	Wayne PD	46	Kane/Inv.
18	Wayne PD	47	Kane/Inv.
19	Wayne PD	48	Kane/Inv.
20	Kane/Patrol Lt.	49	Kane/Inv.
21	Kane/Patrol Sergeant	50	Kane/Inv.
22	Kane/Patrol Sergeant	51	Kane/Inv. Sergeant
23	Kane/Patrol Sergeant	52	Kane/Inv. Sergeant
24	Kane/Patrol	53	Kane/Transportation
25	Kane/Patrol	54	Kane/Warrents
26	Kane/Patrol	55	Kane/Transportation
27	Kane/Patrol	56	Deputy Coroner
28	Kane/Patrol	57	Deputy Coroner
29	Kane/Patrol	58	Coroner Kearns

59	Deputy Coroner	80	ESDA/ Director
60	Kane/Motorcycle	81	ESDA/ Deputy Director
61	Kane/Motorcycle	82	Hampshire PD
62	Kane/Warrants	83	Hampshire PD
63	Kane/ Lt.	84	Hampshire PD
64	Kane/Civil Process	85	Bomb Tech/
65	Kane/Civil Process	86	
66	Kane/Civil Process	87	Special Responce Team
67	Warrants	88	Kane/Sheriff
68	IL Youth Center Valley View	89	Kane/Garage Pick-up
69	IL Youth Center Valley View	90	Forest Preserve/Supt.
70		91	Forest Preserve/ /Squad
71	ESDA Communications Van	92	Forest Preserve/
72	ESDA Captain	93	Forest Preserve/
73	ESDA Command Officer	94	Forest Preserve/
74	ESDA Command Officer	95	
75	ESDA Command Officer	96	
76	KCSO Auxillary -	97	
77	KCSO Auxillary -	98	
78	KCSO Auxillary -	99	Never Assigned
79	Airplane	353 & 354	Elburn Ambulance

Kane County Fire
Unit Numbres

0- 99	Batavia
100-199	St Charles
200-299	Geneva
300-399	Elburn
400-499	W. Chicago ?
500-599	No Aurora
600-699	Moecherville
700-799	South PARK
800-899	Marywood
900-999	Sugar Grove
1000-1099	Not used
1100-1199	Kaneville
1200-1299	Pingree Grove
1300-1399	Burlington
1400-1499	Hampshire
1500-1599	Big Rock
1600-1699	Maple Park

154.07
153.83 Fireground

Ambulances are _50, _51 etc.

Tri-Comm dispatches St Chas., Geneva, and Batavia

Other Fire Depts. in Kane county

Elgin 460.575R 460.625 Fireground
So. Elgin 154.43
Aurora 154.25

Quad-Comm dispatches, E. Dundee, W. Dundee, Carpentersville and Rutland township on 154.43

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Thanks, **SCOTT**, for that contribution.

FLASH!!! CHICAGO FIRE DEPT C.A.D. CENTER IS GOING OUT OF BUSINESS!!! Today's [Nov 9] Chicago Tribune carries a front page story relating this news. Its seems that the system never did work 'right' and the fear was that time might be lost dispatching at some later date, although that has not happened up until now due to the professionalism of the dispatchers. So it's back to MAIN and ENGLEWOOD and dispatching over the wireline 'talkers' into each House. By the way, MAIN has four lines and ENGLEWOOD has two into each house, permitting up to six simultaneous incident dispatches, while C.A.D. only allowed two with one 800 mHz radio channel for 'South' and one for 'North.'

CHICAGO CHAPTER RCMA MEETINGS will begin earlier at 12:15 [doors open] from now on. Same place, same good food reasonably priced. I printed the 1986 schedule last month - or see the first pages of each month's Newsletter. I attend every meeting I can and we have members who drive several hours to get there every time. Why not try it yourself?

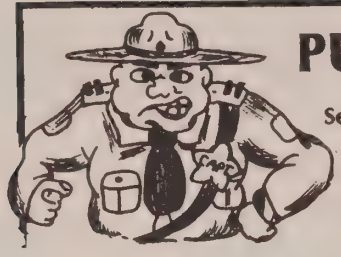
--

Well, winter's no doubt here in full force by now. Minnesota [my favoret summer hang-out], Iowa, and Wisconsin got up to nine inches of snow overnight. So there's nothing better for you to do than getting your next PS/GL contribution started by warming up the new Christmas gift scanner and

TRACK 'EM DOWN !! WRITE 'EM UP !! SEND 'EM IN !!

Best regards [don't forget to watch for the Three Kings..],

Jack



PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia and Virginia:

John Dorsey, P.O. Box 100, Quinton, VA 23141

Your old editor was so tired out from last month's indexing job that he forgot to wish you Happy Holidays!

Quite frankly, that index has me scratching my head trying to figure what the devil is going on. We show phenomenal coverage of the Tampa Bay area, but only two or three entries from Miami. We have thorough coverage of the Richmond VA area, but very little recent coverage on Norfolk and the Tidewater area. We've got a lot of blanks that need filling in. Bill Mauldin's survey shows that roughly 20% of our membership are contributors. That's NO GOOD. With only 20% participation, it naturally follows that our coverage won't exceed 20%.

I'd like to thank those of you who responded to the Fall Survey. I can see you spent a lot of time in preparing those forms. I'm spending a lot of time studying them. We don't have enough of them in yet to do anything resembling a complete study. What I've read so far shows innovative ideas and genuine concern. Next month's column will be devoted to the Fall Survey. We've read some thoughts we'd like to "bounce off" all of you.

There is one point consistent in the Fall Survey: A desire for more info and less conversation from your editor. I heartily agree. There's a simple cure for the problem... FILL MY MAILBOX WITH CONTRIBUTIONS! I'd much rather publish your work than mine. My RCMA mailbox stays so empty there's a family of squirrels living in it!

We're going to reach out of communications for this comparison. There's a soap powder that you've used for years. We pick up a box and notice something on the label, "New and Improved". We know from past (sad) experience that whatever expensive ingredient that made the product work in the first place has now been removed. The "New and Improved" is a message to the stockholders, not the consumers.

I brought this up so I can pass on these observations on the "New and Improved" NOAA Weather stations. Why in the devil, with all the frequencies available to the Federal Government, did they put all those new stations on so few frequencies? The saturation-level power those rascals run manages to go everywhere except where its intended. The time you're most likely to listen to a weather station is when a front is moving through. Unfortunately that front stirs up skip as much as it stirs up weather. So we have a system that works fine except when it's needed.

One morning last fall we had a hurricane going through... what the locals on North Carolina's Outer Banks refer to as "a whirrly gust of woodpeckers". I tried to get Richmond VA weather on 162.475. New Bern, NC had it completely covered. I try a station broadcasting off-shore and three-state weather on 162.400 out of Heathsville VA. Manassas VA had that one covered. I wound up getting my weather news from the local AM station, which is exactly the way I did it before NOAA spent seven or eight hundred million (plus or minus a trillion or so) on the "New and Improved" weather stations!

FLORIDA DIVISION OF FORESTRY from Joe, MD-015

Bradenton, District #15

UNIT NUMBER	VEHICLE NUMBER	TITLE
B-1	L-7418	District Forester
B-3	L-7268	Manatee F.A.S.
B-4	L-6514	DeSoto F.A.S.
B-5	L-6810	Charlotte F.A.S.
B-7	L-6809	Manatee Bldg Maint.
B-8	L-6367	Manatee Actg A/MES
B-9	L-4823	Manatee AEM II
B-10	L-7001	Charlotte AEM II
B-12	116LZ	Manatee Air Pilot I
B-13	K-6585	Manatee Comm Tech II
B-17	K-7161	Sarasota Forester
B-19	L-6799	S.T.O.P. Forester
B-30	M-7037	Manatee Forest Ranger

B-34	R-6653	Manatee Senior Ranger
B-35	D-696	
B-36	R-5486	Manatee Ranger
B-37	D-681	
B-38	R-6033	Manatee Ranger
B-39	D-406	
B-42	R-5528	Sarasota Ranger
B-43	D-845	
B-46	R-7283	Sarasota Ranger
B-47	D-661	Sarasota Ranger
B-50	M-5531	Hardee Ranger
B-52	R-5090	Hardee Ranger
B-53	D-613	
B-60	M-7140	DeSoto Ranger
B-62	R-5205	DeSoto Ranger
B-64	R-5201	DeSoto Senior Ranger
B-65	D-679	DeSoto Ranger
B-70	R-6412	Charlotte Ranger
B-71	D-720	Charlotte Senior Ranger
B-72	R-5079	Charlotte Ranger
B-73	D-545	Charlotte Ranger
B-74	R-5704	Charlotte Ranger
B-75	D-478	
B-76	R-5504	Charlotte Ranger
B-77	D-418	Charlotte Ranger
B-102	Semi Truck	
B-103	Flat Allis Tractor	
B-104	Overhead Transport	
B-106	Pickup	
B-108	Stake-Body Truck	

Title Codes: DF- District Ranger, FAS- Forest Area Supervisor
A/MES- Mechanic Supervisor, AEM II- Auto Mechanic

Vehicle Codes: M-Pumper, R-Transport, D-Tractor, L- Sedan, K-Truck

Radio Frequencies:
159.330 Base to Mobile
159.270 Mobile to Base
159.300 Admin & Aircraft
159.375 Fire Tower to Base
159.240 Base to Fire Tower
Towers do not monitor 159.330 or 159.270

FLORIDA DIVISION OF FORESTRY, Lakeland District #14 from Joe, MD-015

Location Codes:

BRT- Brown Tower	LAA- Lakeland Airport
CGW- Cypress Gardens Work Center	LAH- Lakeland Headquarters
DET- Dunedin Tower	PIC- Pinellas Co
FRT- Frostproof Tower	PIT- Pierce Tower
HAC- Haines City	POC- Polk Co
HIC- Hillsborough Co	POT- Polk City
HMT- Hamner Tower	PRT- Providence Tower
HRT- Hurrah Tower	VWC- Valrico Work Center

RADIO CALL	D-14 LOCATION	ACS#	TYPE EQUIPMENT
L-1	LAH	7385	1983 Dodge Ramcharger
L-3	LAH	6608	1979 Dodge 100 Pickup
L-4	VWC	7185	1982 Dodge 4X4 Pwr Wag
L-5	CGW	7270	1983 Chev 4X4
L-8	LAH	5631	1975 Dodge 100 Pickup
L-9	LAH	5437	1974 Dodge 100 Pickup
L-10	LAH	5448	1974 Dodge 100 Pickup
L-12	LAA	N141FC	1983 Piper Archer
L-13	LAH		
L-15	LAH	7297	1983 Dodge Ramcharger
L-17	POC	7115	1982 Chev S-10
L-18	HIC	6377	1978 Dodge
L-19	PIC	6709	1980 Ford Fairmont
L-30	PRT	5497	1974 Ford 800 Transport

L-31	PRT	496	1968 IH TD9
L-32	LAH	5532	1975 Ford 600 Tanker
L-33	LAH	650	Missile Launcher
L-34	POT	5726	1975 IH 800 Transport
L-35	POT	689	1975 CAT D-4
L-36	PIT	5677	1975 IH 800 Transport
L-37	PIT	683	1975 CAT D-4
L-50	HAC	5498	1974 Ford 800 Transport
L-51	HAC	527	1970 IH TD9
L-52	CGW		1984 Chev Tanker
L-53	CGW	649	Missile Launcher
L-54	CGW	7281	1983 IH 900 Transport
L-55	CGW	847	1983 Fiat-Allis LGP
L-56	FRT	5669	1975 IH 800 Transport
L-57	FRT	825	1982 John Deere 450
L-58	CGW	5898	1976 IH 800 Transport
L-59	CGW	674	1975 John Deere 350
L-62	LAH	5905	1976 IH 1600 Tanker
L-64	LAH	6024	1977 IH 1800 Wide Bed
L-65	LAH	725	1976 Cat D-4
L-130	LAH	5438	1974 Dodge 100 Pickup
L-131	LAH	413	1965 CAT D4D
L-132	LAH	7217	1968 6X6 Road Tractor
L-133	LAH	784	1967 IH Fleet Star 2000
L-134	LAH	6504	1961 IH Wrecker
L-135	LAH	6133	1977 Dodge 4X4 Ramcharger
L-136	LAH	842	1983 Go Track
L-137	LAH		
L-38	LAH	5 727	1975 IH 1800 Transport
L-39	LAH	474	1969 IH TD9
L-40	VWC	7375	1984 Chev
L-41	VWC	869	1984 J.D. 450 W/blade
L-42	VWC	5906=	1976 IH 1600 Tanker
L-44	HRT	5892	1976 IH 1800 Transport
L-45	HRT	810	1980 John Deere 450
L-46	HRT	6022	1977 IH 1800 Transport
L-47	HRT	785	1972 John Deere 450
L-48	HMT	6407	1978 IH 1800 Transport
L-49	HMT	682	1975 CAT D4D
L-70	DET	5707	1975 IH 1800 Transport
L-71	DET	687	1975 CAT D4
L-140	DET	7215	1971 Dodge 100 Pickup
L-142	VWC	5300	1965 6X6 Tanker
L-150	CGW	6661	1966 Dodge Crew Cab
L-152	CGW	5708	1969 6X6 Tanker
L-153	CGW	6475	1978 Dodge 4X4 Pickup

That's it. LET'S HEAR FROM YOU, Jolen

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows — Iowa, Kansas, Missouri, Nebraska, N. Dakota, S.Dakota, and Minnesota:

Kurt Swaney, P.O. Box 1198, Manhatten Beach, CA 90266-1198

NO COLUMN THIS MONTH

Look for Kurt's column in the February issue. At deadline time for this month's newsletter, he was in the midst of moving.

PUBLIC SAFETY WEST

SEND PUBLIC SAFETY AND SPECIAL EMERGENCY FREQUENCIES, RADIO SYSTEM DETAILS AND QUESTIONS FOR ALASKA, ARIZONA, COLORADO, HAWAII, IDAHO, MONTANA, NEVADA, NEW MEXICO, OREGON, UTAH, WASHINGTON AND WYOMING TO:

GEORGE N. HOGGATT, 17473 E. 16TH DR., AURORA, CO 80011
ELECTRONIC MAIL: <COMPUSERVE:75376,673> <DELPHI:JORG> <SOURCEMAIL:BBZ812>

****

Not much this month. After a summer of input, it has gotten very dry. Perhaps that is just as well, since I have very little time left after working full time and going to school full time. On my second class already and the third starts in a week. Oh well on to the stuff you really want to see.

COLORADO

DENVER

Rumor from two sources has it that Denver has plans for a 20 channel, 800 Mhz trunked system. The estimated cost has been put at $7.5 million. The Fire Department does have $350,000 in their new budget (not approved). I understand that they asked for 60 channels but the FCC just laughed at them. If it goes, it will include all city radios except the airport. The airport will retain its five 800 Mhz channels but will use them as a conventional system instead of trunked.

Don't see how they can justify that much money when they have to reduce the number of police cars and fire trucks. New toy maybe?

AURORA

Aurora now uses two channels for dispatch – part of the time. From 2 am to 2 pm Monday thru Friday the four main channels are:

453.325 Ch. 1 Dispatch city wide
453.425 Ch. 2 Car to car
453.725 Ch. 3 Animal Wardens, car to car and tactical
453.800 Ch. 4 Information

from 2 pm every day to 2 am Monday–Friday and to 6 am Saturday and Sunday:

453.325 Ch. 1 Dispatch North District
453.425 Ch. 2 Dispatch Central and South Districts
453.725 Ch. 3 Animal Wardens, car to car and tactical
453.800 Ch. 4 Information and tactical

I have finally figured out some of the car numbers. The first number is the shift. The second and third indicate the district and area.

Shifts:

graveyard – 1xx series
days – 2xx series
swing – 3xx series

The times vary. There may be two or three hours of overlap between shifts.

The districts are:

North x01 thru x10
Central x11 thru x20
South x21 thru ??
The last two are guesses based on where the cars are sent for calls.

The districts are:

North – All north of 6th Avenue
Central – All between 6th Avenue and Iliff
South – All south of Iliff

WASHINGTON

KING COUNTY Ron (CA-VE-013)

The Seattle CBS outlet KIRO Ch. 7 operates a Bell Jet Ranger helicopter. The King County DPS Police frequently use it on a mutual aid basis for search and rescue.

George

WELCOME TO R.C.M.A. PUBLIC SAFETY - CALIFORNIA FOR JANUARY 1986!!!!

Can you believe, 1986 already. I was just getting to where I was enjoying ol' 85. Anyway, we have lots of good info to share with you. As I try to list for every January issue, I am including a list of most of the best frequencies to listen to the Pasadena Tournament of Roses Parade. By the way, both of your favorite PS-CA editors will be working at the parade again this year (it's Mike's third and Eric's forth). Eric can be heard as "Rosemont (Pavilion)" and Mike can be heard as "Court". There is a great deal of interesting radio traffic and gives quite an insight to the operations of the parade. ERIC (CA-LA-045)

Pasadena Tournament of Roses Parade
Radio Communications

Frequency		Agency		Primary usage
506.4625 MHz	R	Pasadena PD	F1	Routine city police services
506.6875	R	Pasadena PD	F2	Primary parade command channel
153.89	BM	Pasadena FD	F1	Fire dispatch
46.10	BM	Pasadena FD		Paramedics, used at Rose Bowl
39.48	BM	LA Sheriff	F"C"	Prisoner vans
39.32	BM	LA Sheriff	F"W"	Prisoner vans
39.72	BM	LA Sheriff	F"E"	Prisoner vans
42.34	BM	CHP	"BLUE"	Traffic control
154.905	HH	CHP		Portable extenders, traffic control
154.92	BM	Various, CHP	CLEMARS	Police mutual aid

42.50	BM	CHP	"Brown" Glendale area dispatch (42.82 MHz mobile)
42.88	BM	CHP	"Orange"Baldwin Park area dispatch (42.66 MHz mobile)
42.46	BM	CHP	"Black" Centeral Los Angeles dispatch (42.72 MHz ")

NOTE: In addition to these frequencies are a multitude of frequencies used by many other agencies and companies. Do not forget to monitor the LA Sheriff 470 MHz freqs (Many LASO deputies using HT's on foot patrol). Also listen to adjacent cities, such as South Pasadena PD 470.9875 MHz, San Marino PD 156.33 MHz, Arcadia PD 507.0625 MHz, Glendale PD 159.09 MHz and others for traffic control & float convoys through their cities. Excellent monitoring can be heard on 122.75 MHz (AM) for police helicopters. Much useful and interesting info can be learned on the various newsmedia remote pick up frequencies. Some of the better ones include: 161.76 MHz NBC Network, 450.850 MHz KFWB Radio, 450.700 MHz KNX Radio. Also search the band for KTTV TV, KTLA TV, KCBS TV, KNBC TV, plus newspapers, and other radio stations. Try listening to some of the Pasadena City Local government frequencies which include: 453.850 MHz, 155.955 MHz, etc. Medevac Ambulance Co. in Pasadena operates on 46.00 MHz. Don't forget to listen to the American Red Cross on 47.42 MHz and 47.50 MHz. (Some traffic also found on 2 meter HAM frequencies, including 146.820 MHz R in the past). 462.675 MHz for PCC - Pasadena City College security. You might also want to consider listening to the RTD buses on 472 MHz and 453 MHz. Paramedics can be found on 462.950 MHz and the various MED frequencies. HEAR nets 155.34 MHz and 155.28 MHz can be busy during medical emergencies, etc. CALTRANS freeway units are on 47.24 MHz and 45.68 MHz. Many of their units are moving to 800 MHz. (You got a Regency MX-7000 yet???) You can find AAA (Auto Club) on 150.92 and 150.95 MHz plus various other freqs including some in the 452 MHz area. Try listening in on the various intinerent business freqs, these are often used and make good catches. (Security, tow companies, etc.)

Pasadena Tournament of Roses Parade
Amateur Radio Communications

147.27	R	F1	Primary operations	145.46	R	F2	Secondary/Tactical
145.30	R		Secondary	145.18	R	F4	Amateur TV coordination

In addition, many other freqs including 220 MHz & 440 MHz are also used for the Parade.

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PAID ADVERTISING

From Don (CA-LA-614)

Just got my back issues of RCMA so hopefully I will start getting caught up on all great info passed down to its members. In the March issue of RCMA CA Dept. of Forestry - San Bernardino was included done by station/location and equipment from Ed Von Nordeck. I would like to help fill in the voids in his info with his approval. Station 11 is in Pinon Hills. Also Recon I0 is out of Sta. 10. Station 39 also has Engine 39 besides Attack 39. Station 40 also includes Engine 240. Station 2I has Prevention 2I. Station 23 has also Engine R-One (Rescue?) assigned. OES 161 has been working out of Station 25, but is assigned where needed. Winter time works out of Station One. Station 48 also has an Attack Engine #48. Also would like to know what stations Engines 6561 and 6572 work out of. When I only do this from monitoring it is a little difficult.

More from the PS CA Mailbag:

From BILL (CA-LA-614):

I have noticed a lot of people requesting the frequency for Med-Star. Would somebody please print it. Thanks

From CHUCK (CA-SD-008) and STEVE (CA-SD-):

I found out that "K" units are ID's for El Cajon CHP "Speed Team Detail" by talking to a neighbor who is a Chippie. They chase after speeders in Mustangs and their airplane Air 61.

From FRED (NM-005):

In regards to Neal's hazardous materials inquiry: An agency at the state level heavily involved if a spill reaches or may reach water is the Nine Regional Water Quality Control Boards. The RWQCB are made up of a board appointed by county boards of supervisors or appointed by some other method I'm not sure. Working for the board is a staff of hydrologists, biologists, engineers, etc., whose job is to regulate construction or any other activity which may affect water quality. The board reserves authority to make decisions on non routine matters as defined by state law. This agency would almost always be involved in haz mat spills. I don't think they use radios unless they piggyback on DWR's system. The nine region s take a geographic name such as "South Coast Regional Water Quality Control Board" or Lahontan RWQCB for the area north of the San Gabriel Mountains and east of the Sierra Crest. We hear radio traffic up here (Bishop/Bridgeport CA area) occasionally such as "get Lahontan in on this". That's all for now - Fred

From ERIC (CA-LA-045):

For those of you with a scanner which covers 800 MHz, try listening to 859.3625 MHz R. It appears to be the Yellow Cab company in Los Angeles, Hollywood, Airport area. If you haven't heard it, you would not believe it. (Try graveyards sometime, crazy!) It appears that they have or soon will have a new computer system which assigns calls by checking the status & locations of each cab. (Auto location tracking equipment - finally that works, I hope.) (Supposedly each cab has an "MDT").

From LYBRAND (CA-LA-157):

South Bay Communications seems to be playing musical chairs with their radio frequency assignments. Current line up:

470.6375 MHz R	(Freq 1)	Manhattan Beach PD, Hermosa Beach PD, El Segundo PD
470.3875 MHz R	(Freq 2)	Gardena PD
470.8125 MHz R	(Freq 3)	Hawthorne PD

In short, El Segundo has moved to Freq 1, Gardena has moved to the old El Segundo frequency and Hawthorne has stayed put. For a while, El Segundo was time shifted: on day and swing shifts they were on Freq 2, and during graveyards, they were on Freq 1.
Question: Does anyone know frequency for Del Amo Fashion Square security or the Redondo Beach PD "Frequency Three". (heard referred to but not pinpointed).

From our "Northern Bureau"

From BILL (CA-SC-029):

Santa Clara County Frequencies

156.21	Sheriff	F1	Dispatch - North & West side
156.15	"	F3	Detectives
154.875	"	F5	Car to Car
155.700	"	F6	Dispatch - South & East side (at night) (Car to car daytime)
154.920	"		Car to Car (CLEMARS)
39.92	"	F17	Prisoner transportation - Santa Clara & Santa Cruz
482.3375			City - County Net. Used as a secondary & coordination freq by police agencies on UHF T band: Milpitas, Campbell, Los Gatos, Los Altos, Mountainview, Sunnyvale, Palo Alto PD's.
154.145	County Fire		South County Dispatch
154.25	"	F2	North County Dispatch
154.28	"	F14	Fire Mutual Aid
453.100	County Medical	F9	Ambulance to Hospital
151.055		F4	County Highway & Road Maintenance
151.145		F12	County Parks
453.925			County Health Dept
158.82		F10	County Communications
453.925		F15	Animal Control
155.985		F18	County Schools
155.145			County Public Works
488.6375		F1	County Transit - West dispatch
488.6875		F2	County Transit - Central dispatch & Maintenance
488.8375		F3	County Transit - East dispatch
488.7375		F4	County Transit - South dispatch
489.0375		F5	County Transit - Secondary
488.0375		F6	County Transit

From DON (CA-SM-032):

Millbrae Police	F1	488.7875 MHz R	Station 29	Direct	488.7875 (Simplex)
		488.8625 MHz R	Tactical 1	CWMA	488.8875
		488.7125 MHz R	Tactical 2		

Don also shares with us some information re a book entitled Working Fire by Hall, Burks, Gillfillan and Carroll. (Published by Chronicle Books, One Hallidie Plaza, San Francisco, CA 94102) Price $8.95 Review by Don: "This is a beautifully photographed book with excellent text. Fire buffs will appreciate the history set forth on its 95 pages. The final chapter of the book is "Communications" and "Tuning in Radio KYO980 - The Voice of the SFFD" You can hear SFFD on 488.3625, 488.5625, 488.7625, 489.1625, and489.1875 MHz.

From DAVE (CA-SF-025):

New Marin County frequencies: San Anselmo Channel 4 - 39.70 MHz "TAC"
Marin Countywide fireground: "BLUE" 46.08 MHz "RED" 46.46 MHz
The officer in charge will request the Comm Center to assign a fireground channel.

From CLIFF (CA-AL-029):

City of Alameda - Fire Department F1 154.13 MHz F2 154.28 MHz

Station 1 - E1, T1, Rescue 30 (reserve ambulance), Rescue 31, Rescue 34, C3 (red van), E7 (reserve engine), T3 (reserve truck)
Station 2 - E2, T2, Rescue 32, Rescue 33 (ambulance), E6 (reserve engine)
Station 3 - E3, E5
Station 4 - E4

Note: Fireboat is located at Marina, operated by Station 3
New hazardous material unit (old vehicle) - operated by City of Alameda. Interior was provided & installed by AFD personnel. Finished product will be operated by US Navy (NAS Alameda) for first year (1986). After the first year, will be kept at AFD Station 1 and operated by City of Alameda.

From BILL (CA-LA-619):

County of San Luis Obispo - Police, Fire Radio Frequencies (City & County)

Sheriff	F1	460.150	"BLUE"	Fire	154.385	CDF	151.325	
	F2	460.475	"YELLOW"		154.280		151.445	
EMERG	F3	460.050	"RED"		154.965		151.355	State Net
	F4	460.025	"WHITE"					

Fire Protection Districts

158.940	Avila Beach	158.94	Grover City	158.94	Oceano
154.310	Cambria	154.385	San Miguel	154.385	Santa Magarita
154.145	Cayucos	154.13	Los Osos	154.385	Templeton

Municipal Cities

Arroyo Grande	PD	460.175	Paso Robles	PD	460.125
	FD	154.010		FD	155.940
Atascadero	PD	460.425	Morro Bay	PD	460.100
	FD	154.37		FD	154.13
		154.385			154.385
Grover City	PD	460.175	Pismo Beach	PD	460.175
				FD	154.145
San Luis Obispo	PD	460.375			154.385
(Fire/paramedics)		155.145			
		154.31	Cal Poly University	PD	460.250
		154.385			
Fire Mutual aid		154.28	All police depts have "YELLOW" (secondary), "RED" (emergency), "WHITE" (mutual aid).		

CHP San Luis Obispo	42.56	BM	"White"	(Dispatch point: "San Luis Obispo")
	42.72	M		
CHP Santa Barbara	42.54	BM	"Green"	(North county area is dispatched by CHP
	42.24	M		San Luis Obispo, south area by Ventura)

Now to our "Southern Bureau"

From CRAIG (CA-VE-011):

FIRE DEPARTMENT - City of Los Angeles
Radio Frequencies

				Transmit site
F1	506.3125 MHz	R	Fireground - Downtown area	Elysian Park
F2	506.5375	R	Fireground - Harbor area, South Central LA	Mt. Lee
F3	506.9125	R	Fireground - San Fernando Valley	Oat Mountain
F4	507.1375	R	Metro area - Rescue ambulances	
F5	506.6375	R	Press information officer (rarely used)	
F6	507.0125	R	Arson investigators (rarely used)	
F7	33.70	BM	Dispatch - Metro area	Mt. Lee
F8	33.82	BM	Dispatch - San Fernando Valley	Oat Mountain
F9	33.94	BM	Brush fires	
F11	33.60	BM	Command	
	39.90	BM	City Executive & all police and fire helicopters	
	122.75	AM	Police helicopters	
	123.050	AM	Fire helicopters (also used by police)	
	462.950		Paramedic ambulance/Hospital Med channel assignment	

LOS ANGELES CITY FIRE DEPARTMENT - FIRE STATION LOCATIONS & EQUIPMENT ASSIGNMENT

Station #	Equipment	Battalion	Division	Address
1	TF, RA*	2	1	2230 Pasadena Ave, LA 90031
2	TF, RA*	7	1	2127 E. First St., LA 90033
3	TF, RA*,LU/HU	1	1 (HQ Div 1)	108 Fremont Ave., LA 90012
4	TF, S, CPU	1	1	880 N. Main, LA 90012

5	TF, RA*	4	2	(HQ Bat 4)	6621 W. Manchester	LA 90045
6	E	11	1		534 E. Edgeware	LA 90026
8	E, RA***	15	3		11351 Tampa, Northridge	91324
9	TF, RA*	1	1	(HQ Bat 1)	430 E. 7th St	LA 90014
10	TF, RA*, FS	1	1		1335 S. Olive,	LA 90015
11	TF, RA*	11	1	(HQ Bat 11)	1819 W. 7th St.	LA 90057
12	TF	2	1		5921 N. Figueroa,	LA 90042
13	E, RA*	11	1		1206 S. Vermont,	LA 90006
14	TF, RA*	7	1		3401 S. Central,	LA 90011
15	TF, RA*	1	1		915 W. Jefferson,	LA 90007
16	E	7	1		2011 N. Eastern,	LA 90032
17	TF	7	1	(HQ Bat 7)	1601 S. Santa Fe,	LA 90012
18	E	15	3		12050 Balboa, Granada Hills	
19	E, RA*	9	3		12229 Sunset,	LA 90049
20	TF, RA*	11	1		2144 Sunset,	LA 90026
21	E, RA	13	2		1187 E. 52nd St,	LA 90011
23	E	9	3		17281 Sunset, Pac Pal	90272
24	E, Sal	12	3		9411 Wentworth, Sunland	91040
25	E	7	1		2927 Whittier	LA 90023
26	TF, RA*	3	2		2009 S. Western	LA 90018
27	TF, S, RA*	5	1	(HQ Bat 5)	1355 N Cahuenga	LA 90028
29	TF	11	1		158 S. Western	LA 90004
33	TF, RA*	13	2	(HQ Div 2)	6406 S. Main	LA 90003
34	E, RA*, FC	3	2	(HQ Bat 3)	3661 7th Ave	LA 90018
35	TF, RA*	5	1		1601 N. Hillhurst	LA 90027
37	TF, RA*	9	3	(HQ Bat 9)	1090 Veteran	LA 90024
38	TF, RA*	6	2		124 E. "I" St, Wilm.	90744
39	TF, S, RA*	10	3	(HQ Bat 10)	14415 Sylvan, VNuys	91401

Note: Station listing will continue in upcoming issues.

Terminology:

TF - Task Force (1 engine, 1 truck)			
RA* Paramedic ambulance			
RA*** Backup Rescue ambulance (RA)			
S	Squad		
Sal	Salvage (standby salvage)	BC	Battalion Chief
CPU	Command Post Utility	DC	Deputy Chief
FC	Foam Carrier	BT	Fire Boat
LU	Light Utility		
HU	Heavy Utility		

Note: Fire response calls are generally broken up into "A", "B", "C" responses.
"A" indicates commercial building. Response includes: 3 E, 2 T, BC, Squad (2TF, 1E)
"B" indicates residential. Response includes: 3 E, 1 T, 1 BC (1 TF, 1 E, 1BC)
"C" indicates brush fire.

Note: A "Truck" will NOT be sent on a response by itself. It will ONLY be sent out with an engine (as part of a Task Force). The truck by itself can not fight fires (has no water on board).

From CARY (CT-032):

LEX Air operates on 123.300 MHz AM. (Ports O Call, from noon to dusk, Saturday & Sunday)

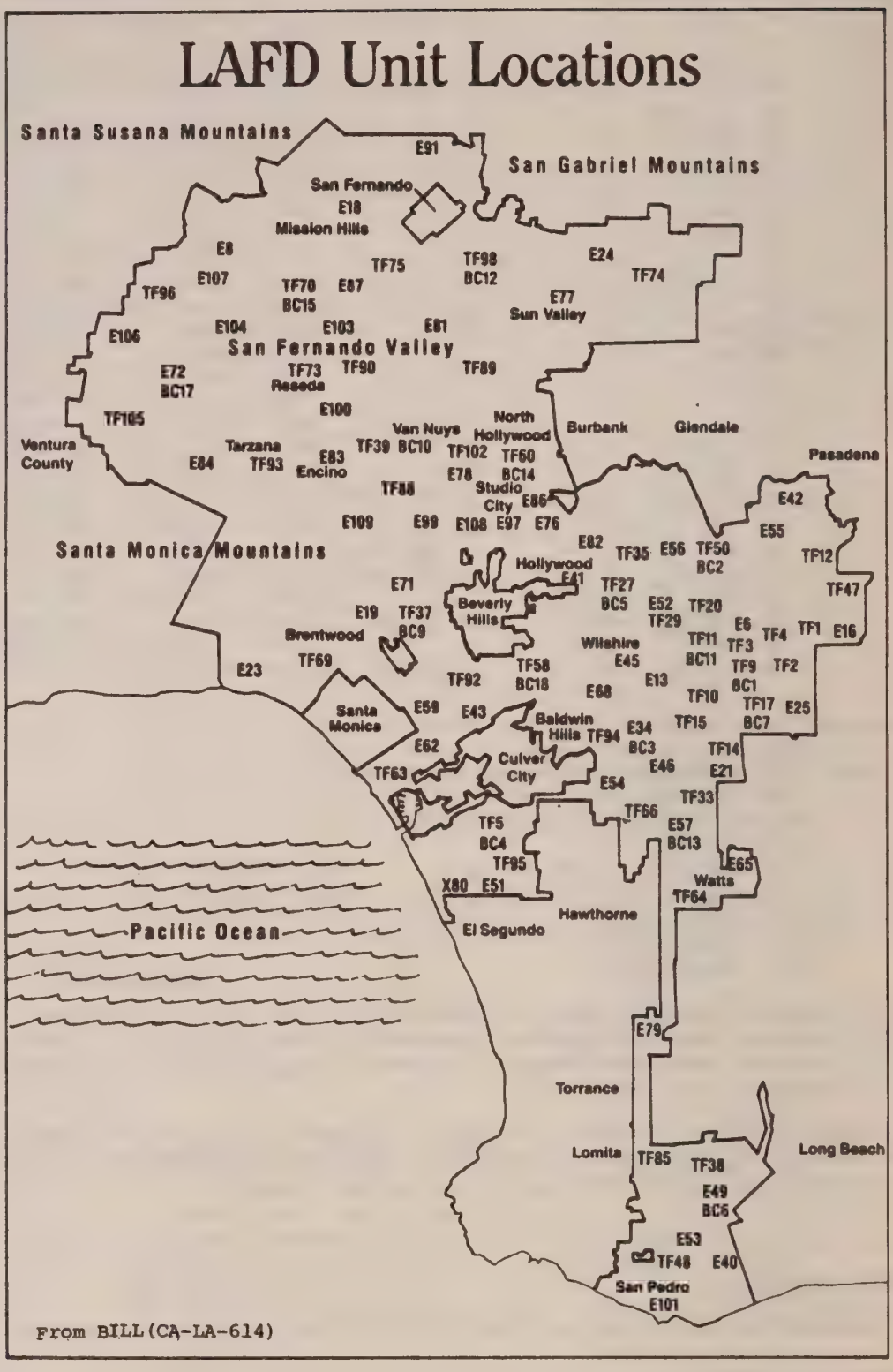
From ROBERT (CA-OR-026):

I don't know if this a temporary change or not, but Southland Ambulance (Orange County area) is now using these frequencies: 861/862/863/864/865.6375 MHz R.
Also, I have a Regency MX-7000, and it is great! I would highly recommend to anyone.

From BILL (CA-LA-614):

Here are some unique police radio codes which do not appear in most books.

390 P	PCP Suspect	LA Sheriff
Code 11	Reported stolen veh	Monterey Park PD
Code 24	Contact officer	Glendale PD
647I	Unwanted intruder	Various
990	Pickup or transport	Various
10-15	In service	USFS Angeles



10-95	Cancel other units	Long Beach Fire
537	Fraudulent activity	?
CCC	Criminal activity alert	Long Beach Police
Code Red	Emer traffic only	Long Beach Police

From ERIC (CA-LA-045):

How many of you watch MIAMI VICE? Ever notice the rack of Motorola MX series HT's in the corner? Have you also noticed that they (Crocket, Tubbs, Trudy, Gina, Lt. Castillo) and others NEVER use the MX radios, but seem to always have a "Wilson" type HT? Notice that the 5150 on MIAMI is also a 5150 on HILL STREET BLUES?! Did you hear Crockett on MIAMI call the Internal Affairs guys "Alpha Hotels" on a recent episode? I almost died from laughter! Got any humerous observations? Send them in so all can laugh (or cry!).

From GARY (CA-OR-292):

Here are some Sheriff Department Frequencies:

Los Angeles County	FREQ	Adam	39.36	Administration (HOT SHOT Calls)
		Charlie	39.48	car-to-car
		Edward	39.72	East Records Tac
		Henry	39.60	Helicopter support
		John	39.38	Jail Security
		Mary	39.52	Mountain Rescue
		Nora	39.40	North Records Tac
		-	39.16	Surveillance
		William	39.32	West Records Tac
		-	39.92	Command Post
		-	39.96	Command Post

Orange County	460.425	Operations	
	45.140	Harbor patrol primary	(45.92 Lifeguards)
	45.400	Harbor patrol secondary	
	154.800	Detention Security	

Riverside County	FREQ	1	158.850	Patrol Riverside Blythe
		2	159.090	Desert Patrol
		3	158.970	Patrol secondary
		4	158.820	Patrol Banning
		5	158.760	Patrol Indio
		6	158.925	Countywide mutual aid
		7	158.775	Sheriff tactical
		8	159.450	Patrol tactical

San Bernardino County	FREQ	1	155.970	Patrol primary
		2	155.910	Patrol central
		3	154.920	Patrol mutual aid (CLEMARS)
		4	154.740	Patrol desert (Mountains)
		-	154.845	Patrol portables
		-	155.550	" "
		7	155.565	Patrol Apple Valley (Victorville)
		-	155.475	Surveillance

San Diego County	FREQ	1	453.725	Patrol car to car
		2	453.750	Patrol North Coast
		3	453.925	Patrol North Inland
		4	453.500	Patrol East Desert
		5	453.950	Patrol South
		6	453.400	Administration Pagers
		7	453.575	Records Inquiry
		8	453.100	Emergency
		9	453.425	Patrol tactical north
		10	453.825	Patrol tactical south
		11	453.425	Patrol north direct
		12	453.825	Patrol south direct
		-	453.250	SWAT team portables

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:

COLUMN EDITOR WANTED

RAILROADS

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

Welcome aboard for another year of the Railroads Column. The mailbag is full as we start 1986, so let's get right down to business.

UNION PACIFIC FEATHER RIVER DIVISION (ex-Western Pacific)

by ED RYAN (CA-AL-001)

This is a list of the frequencies being installed in new Motorola radios by Union Pacific RR for hy-rail vehicles used by subdivision roadmasters and track inspectors.

160.740	Ch 1	UP Road & Dispatcher #1
160.515	Ch 2	UP Road & Dispatcher #2
Blank	Ch 3	
161.025	Ch 4	UP Maintenance of Way
160.290/161.520	Ch 5	UP Mobile Telephone
160.680	Ch 6	UP Yard
160.650	Ch 7	ATSF Road
161.550	Ch 8	SP Road
161.100	Ch 9	BN Road
	Ch 10	Weather
160.380/160.260	Ch 11	WP Ch 1 Dispatcher
160.380	Ch 12	WP Ch 2 Road
161.280/160.785	Ch 13	WP Mobile Telephone
	Ch 14	Weather
	Ch 15	Weather
	Ch 16	Weather

Weather Channels:
162.400
162.475
162.550

HUCKLEBERRY RAILROAD

by MIKE STARR (MI-152)

I saw your section on the Huckleberry Railroad in Flint, Michigan [Ed. Note: in the September, 1985 Newsletter]. The frequency 155.745 is the standard frequency for the Genesee County Parks and Recreation Commission. I was a dispatcher on this frequency during my years as dispatcher for the Genesee Township-based Kearsley Rescue Squad. We did all after-hours radio work for the township government, police, county parks and two ambulances.

The repeater, to the best of my knowledge, is atop Hurley Medical Center at 1 Hurley Plaza, Flint. It is near the intersections of Grand Traverse and Fifth Streets, and Sixth Avenue and Begole. The main dispatching is done from the parks base at 6-5055 Branch Road near Genesee. Weekend, holiday, and after-hours dispatching takes place from Kearsley Rescue base at 7244 Genesee Road, Genesee.

"91" is base. All one-digit numbers are park service directors. All units starting with 5 are rangers, such as 505, 506. The security person at the railroad depot is 573.

This frequency is active year-round, even when the train is in storage, since all parks operate on 155.745. This includes campgrounds, fairgrounds, rangers, maintenance, etc. Call letters are KRR 949 at both dispatch points. The radio at Kearsley Rescue base was a Motorola on a power pack with hand mic. Every few minutes we would hear a pager call from inside the Medical Center bleeding over to the repeater on their roof.

BRITISH COLUMBIA

An anonymous member reports that CP Road Channel #4 (161.115) is now in use as the road channel on the Esquimalt & Nanaimo lines on Vancouver Island, BC. Other channels in use in the Vancouver BC area:

161.475	Ch 1	CP Road
161.115	Ch 4	CP Road
161.415	Ch 1	CN Road
160.665	Ch 4	CN Yard
161.100		Burlington Northern Road
159.570	Ch 1	British Columbia Railway Road
160.515		British Columbia Hydro Railway Road
160.545		British Columbia Hydro Railway Yard

This member asks if we can supply any additional frequencies for the southern BC area. Here is what we have on file:

161.370	Ch 2	British Columbia Railway Dispatcher
161.235	Ch 3	British Columbia Railway Yard
160.395	Ch 4	British Columbia Railway Maintenance of Way
160.995		British Columbia Railway Mechanical Dept.
160.275	Ch 1	British Columbia Hydro Railway Road & Dispatcher
160.515	Ch 2	British Columbia Hydro Railway Maintenance of Way
160.545	Ch 3	British Columbia Hydro Railway Switching & Carmen
160.695	Ch 4	British Columbia Hydro Railway Switching & Carmen
160.575		Burlington Northern Yard
160.650		Canadian Forest Products-Ladysmith BC
161.205	Ch 2	CN Dispatcher
160.935	Ch 3	CN Dispatcher
160.785		CN Maintenance of Way
160.905		CN Police
156.500		CN Vancouver Island car float "Seaspan Greg"
161.445		CN Intermodal Yard
173.040		CN Piggyback dispatcher
161.535	Ch 2	CP Dispatcher
160.425	Ch 3	CP Dispatcher
161.175		CP Maintenance of Way
159.885		CP Police
160.845		CP Yard & Maintenance of Way
160.995		CP Yard Coquitlam
159.930		CP Yard Coquitlam
160.050		CP Hostlers Coquitlam
160.755		CP unknown use Coquitlam
160.035		CP (E&N) Dispatcher
160.185		CP (E&N) Yard

Note that the use given for BC Hydro 160.515 in our files is different than the one reported above. We'd appreciate if someone in Vancouver would verify the uses for all four BC Hydro channels and let us know if we should change our records.

TALKING DEFECT DETECTORS

by C. W. BARTHOLOMAI (GA-001)

With reference to the article on detectors in the June Newsletter, Seaboard Air Line had talking detectors before the advent of Seaboard Coast Line. My first experience was in December 1964 when, as the only passenger on the Atlanta-Hamlet night local, I was invited to ride in the cab from Tucker, GA to Calhoun Falls, SC. Memory indicates a message identifying the railroad, the geographical location, and an indication of no problems. A friend, Ron Edwards, who is a retired SCL Chief Dispatcher and who came from SAL at the merger, thinks the talking detectors date back to 1960 and perhaps earlier. He states that they were developed by the SAL Chief Signal Engineer and were extended to the former ACL lines after the merger which occurred on 1 July 1967. There were some which did not talk and his recollection is that installation of these was about $3000 less per detector than the talking ones. He confirms the typical transmission as "Seaboard Railroad, Lawrenceville, Georgia, no hotbox" (or "hotbox one six three"). As an update, I have just heard the following Seaboard System transmissions: "Seaboard Railroad. Gay, Georgia. No defects." And, "Seaboard Railroad. Gay, Georgia. First hotbox left side zero three five." The negative report was not repeated; the positive one was repeated a second and third time. Axles are counted from the rear of the train.

Going west on Southern Pacific recently, I was amazed by the number of talking detectors. In one instance they were only 2.1 miles apart and there were a number of cases where they were less than five

miles apart. There is some variation in transmissions. West of Lake Charles, LA, I heard "SP detector. Milepost two two eight point one. Checking westward train." After passage, that was repeated plus "No defects. Transmission over." The next day I heard "SP detector. Inspecting train." That was repeated plus "No defects. Transmission over." My first thought was that train direction might be given only on double track. However, I later heard "Checking westward train" on single track. [Ed. Note: On SP, hotbox detectors give direction; dragging equipment detectors do not.] Between Vail and Tucson, AZ, the wording was "Inspecting train on track one," which apparently is the transmission for double track. There is at least one talking detector north of Sacramento, CA at milepost 372.9 near Grass Lake. It is apparently unique in that area since a trainman mentioned it when I asked about non-talking detectors. Even the non-talking types can indicate the presence, but not the specific location, of trains. One of the engine crew radios "SP (train number), dragger (right)(left)." After passage, a member of the train crew responds with "Highball" or "Highball the dragger" if all is clear. As might be expected from non-recorded transmissions, the wording is not perfectly standardized.

A BN transmission noted last May was "Burlington Northern. Castle Rock, Washington. East track. No defects." This was repeated.

Chessie System detectors were heard while traveling from Chicago to Charlottesville on Amtrak train #50 in early October, 1985. The usual transmission is "Chessie System. Equipment defect detector. Milepost four eight nine point six. Track number two." This is then repeated plus "No defects. End of transmission." In some locations the reference to track number is omitted, presumably on single track. In one case, "Radio malfunction" followed "No defects. End of transmission." On another occasion, the repeat transmission was followed by "Hotbox detector malfunction. End of transmission," instead of "No defects. End of transmission." A variant was heard east of Catlettsburg, KY. That transmission was "Chessie System. Defect detector. Milepost five zero eight point one. Track two. Radio malfunction."

Conrail detectors talk and apparently engine crews are monitored to insure that they acknowledge the transmission. A typical transmission is "Conrail. West Springfield, Mass. Milepost one oh three. No dragging equipment." Again as might be expected, responses vary but a typical one from an Amtrak train is "Amtrak train four four nine. Two oh one. Milepost one oh three. No defects. Out." The 201 is the number of the lead locomotive and may be preceded by "engine". "Train" is often omitted. A track number is inserted after the milepost number in the detector message when applicable and may or may not be included in the response.

Norfolk and Western detectors do not talk; a dispatcher notifies crews of any problems.

[Ed. Note: Bart obviously covered a lot of miles to compile this report for us. Thanks for the detailed descriptions! Southern Pacific has been installing talking detectors on the Coast Line in California during the past couple of months. Some of them are as Bart described, but others are a new variety with a female voice. They say, for example, "SP detector. Milepost four one four point six. Detector working." After the train passes, they say, "SP detector. Milepost four one four point six. No defects. No defects." The phrase, "Transmission over" is not used.]

LAKE MICHIGAN FERRIES

Tom Heiderer (WI-006) reports that Michigan-Wisconsin Ferry Service is using 160.500 for ship-to-shore and shore-to-shore communications. It's the old Chessie System ferry frequency. The company is operating the former C&O carferry "City of Midland 41" between Ludington, Michigan and Kewaunee, Wisconsin.

David Simonis (WI-076) writes, "I didn't know a carferry (Incan-Superior) was still running to Superior, WI. However, on September 28, 1985 the Lake Superior Terminal & Transfer was switching one out. The type of carferry was different than the ones I normally see on Lake Michigan and stored at Sturgeon Bay. It had low sides and looked rather new. What company is running this?" Can anyone fill us in on this operation?

MISCELLANEOUS SHORT ITEMS

Scott Textor (GA-005) discovered that the Georgia Marble Co. industrial railway at Tate, GA uses 43.14 MHz for its operations. The line has an easily accessible switchback, and Scott will be happy to provide directions to it if anyone would like them.

Scott confirms reception of Seaboard System police on 161.040 in the Atlanta area.

Scott also asked about frequencies for the new Gulf & Mississippi Railroad. The G&M was formed July 9, 1985 when Illinois Central Gulf sold 713 miles of track in Mississippi, Alabama, and Tennessee to a new partnership formed to take over the lines. The main line runs from Corinth, Miss., to Mobile, Alabama, with branches to Tuscaloosa, Ala., and to Woodland, Aberdeen, Columbus, and Laurel, Miss. We do not have any information on this new railroad's use of radios. Since the lines are primarily ex-GM&O routes, they might be using the GM&O's old frequency of 160.920. Can anyone send us any information?

Gary L. Sturm (IN-045) reports on Conrail: at St. Louis CR cannot use 161.130 because it is a BN PBX channel. Instead CR is using 160.710 for maintenance of way. At Elkhart Yard, 160.470 is the CR carmen repeater input frequency.

Gary also reports that Santa Fe changed its Chicago PBX frequency to 160.830/161.490.

C. W. Bartholomai (GA-001) reports hearing many transmissions on the road frequency of the Baltimore Region Rapid Transit system (160.395). An employee of the system gave him 161.435 as the yard frequency, but nothing was heard on that channel. Our own Joe Lewis reports that 161.475 is the yard channel; perhaps that explains why Bart heard nothing on 161.435. Other Baltimore Region Rapid Transit frequencies from Joe: 161.565 Maintenance, 161.085 Police.

Bob (CO-???) reports that rail operations at the Coors Brewery in Golden, Colorado are on 467.475 MHz.

STATE TRANSPORT AUTHORITY — ADELAIDE, SOUTH AUSTRALIA

by GARY L. STURM (IN-045)

The State Transport Authority utilizes two-way UHF radios in its rail operations. The railway operates commuter rail service with a fleet of 116 diesel-powered railcars over 153 route kilometers, serving four main routes to Outer Harbor, Gawler Central, Bridgewater and Noarlunga Centre. Track gauge is 5 feet 3 inches, wider than our standard gauge in the U.S.

Each railcar is outfitted with a 25-watt UHF mobile transceiver and data encoding and decoding equipment to provide train identification to the central train controller (dispatcher) in Adelaide. Six base stations are situated throughout the Adelaide metropolitan area and are connected to the central control station by rented land lines. The mobile equipment operates in a two-frequency-simplex mode (sometimes called semi-duplex or half-duplex) at the following frequencies:

480.300 MHz Transmit
485.500 MHz Receive

Bill and I hope that this article concerning foreign railroad radio frequencies will be of interest to our readers. With the cooperation of the various English-speaking railroads we will attempt to continue articles on foreign railroad radio systems.

Happy New Year to all! See you next month... —Gary & Bill

RCMA SPECIAL FEATURE RCMA

STRESS SEMINARS HEADING YOUR WAY

If you are a member of a Public Safety Agency - Police, Fire, EMS, Civil Defense; paid or volunteer; and particularly if you are a dispatcher, you may soon be subjected to another attack on your hobby of radio listening. This won't come from the big radio manufacturers, but from a "Stress Seminar".

A chief psychiatrist for a large midwestern state police agency is making the rounds at APCO meetings, conventions, and anywhere else he can get an audience to discuss "Dispatcher Stree" and "Police Officer Stress". He also charges for these talks so he can make a few bucks on the side.

While a number of his points are valid, a number are subject to question. For example, his 'travelling stress show' emphasizes that public safety personnel who turn on the scanner at home after work are prime targets for high stress and can soon be expected to show up at the funny farm. He also thinks that dispatchers who monitor anything besides their primary dispatch channel will be two or three quarts low by the end of the shift and weaving baskets within a year. Another of this highly educated and learned individual's opinions is that dispatch personnel who do volunteer or part-time police, fire, or ambulance work in addition to their full time jobs are sure to shortly be missing a few marbles and are candidates for the bughouse. Mobile radio operators, he says, should only monitor one channel, their primary channel. If they listen to any additional frequencies or, heaven forbid, a scanner, they will surely go off their hinges and end up in the booby hatch. In short, proclaims this man of letters, monitoring and scanners cause STRESS, and if you work in public safety and do this, THEY'RE COMING TO TAKE YOU AWAY!!!

Well, that wipes out a big part of our membership, folks. As I write this, I have a lovely view from this room with the mats on the walls - all the nice trees and lakes, and all the lovely people here... Pretty soon we'll be weaving baskets and the RCMA ward will tell old war stories about things we used to hear on the monitors, until the men in the white coats take us back to our single rooms.

That's where we'll all end up according to this fellow. Even after a busy afternoon shift, I still listened to the scanner in my car on the way home and turned on the scanners when I got home - I didn't beat my wife, kick the cat, or see spots before my eyes. Maybe this guy has been using an 800mhz. portable too long. You know what those do to your brain...

The state patrols in almost every state offer scanners to their patrol officers. I believe this is the case in the autnor's own state. In the doctor's state of employment the patrol cars have two radios - high band and low band. The high band radio features a dispatch channel and several mutual aid type channels, all of which must be monitored. The low band radio is at least two channel, with a dispatch channel and car to car channel. So there are five or six channels that must be monitored continuously in these cars. Who is under 'stress' in his own state? Radio dispatchers must monitor the two dispatch channels, mutual aid, point-to-point, administrative, detective, and hospital channels. The knowledgible doctor has most likely never worked behind a radio, in a police car, or at a fire station, yet he has all the answers.

Beware- if a seminar on stress comes your way, presented by the chief psychiatrist from a large midwestern state police agency, it may cause you more stress than your job!

Here come the guys with the straightjacket - have to go!

Mike Redman, MO-002

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn, 160 Lester Dr., Orange Park, FL 32073

Greetings and welcome to the first Space Comm of 1986. This month I have alot of material to cover including Roger Byrd's second TVRO installment. I hope each and everyone of you and your families had a very enjoyable holiday season. And now on with the act...

Space Activity Report by Larry Van Horn

Information is courtesy of the Spacewarn Bulletin and NASA Thirty Day Special Bulletins-Goodard Space Flight Center, "Communications Satellites" by the editor, and the editor's monitoring efforts during the period covered by this report.

1985-64A (15930) Cosmos 1670 was launched from Tyuratam on 8/1/85 by the USSR on a F-1-m booster. Orbital elements were period 89.5 min., apogee 274 Km, perigee 267 Km, and inclination 65.01 deg. Mission: Nuclear powered ocean surveillance Frequencies: 19.542 MHz., and 166 MHz.

1985-65A (15931) Cosmos 1671 was launched from Plesetsk on an A-2 booster on 8/2/85 by the USSR. Orbital elements were period 89.3 min.,apogee 309 Km, perigee 209 Km, inclination 72.8 degrees. Mission: High resolution, maneuverable short duration photo recon. Frequency: Simple FSK- 19.989 MHz.

1985-66A (15935) Oscar 24 was launched on 8/3/85. Orbital elements were period 108 min., apogee 1264 Km, perigee 1011 Km, inclination 89.8 degrees. Mission: Part of the U.S. Navy NAVSAT system. Frequencies: Operational channels- 149.988/399.968 MHz.; Maintenance channels- 149.97825/399.942 MHz.

1985-66B (15936) Oscar 30 was launched with Oscar 24. Orbital elements were period 107.9 min, apogee 1265 Km, perigee 1028 Km, inclination 89.8 degrees. Mission and frequencies the same as Oscar 24 (85-66A).

1985-67A (15940) Cosmos 1672 was launched on 8/7/85 from Plesetsk on a F-2 rocket by the USSR. Orbital elements were period 89.9, apogee 294 Km, perigee 266 Km, inclination 82.3 deg. Payload decayed 8/21/85. Mission: apparent Earth Resources high resolution, film return recon. Frequencies: 19.989 MHz. Simple FSK.

1985-68A (15942) Cosmos 1673 was launched on 8/8/85 from Tyuratam on an A-2 booster by the USSR. Orbital elements were period 89.2 min, apogee 290 Km, perigee 211 Km, inclination 64.7 degrees. Mission: Long duration, 4th generation, high resolution photo recon with solar panels. Frequency: No SW telemetry, low and high speed data on 240 MHz.

1985-69A (15944) Cosmos 1674 was launched on 8/8/85 from Plesetsk on a F-2 booster by the USSR. Orbital elements were period 97.7, apogee 676 Km, perigee 650 Km, inclination 82.5 deg. Mission: Elint or oceanographic. Frequencies: unknown.

1985-70A (15946) Raduga 16 was launched on 8/8/85 from Tyuratam on a D-1-e booster by the USSR. Orbital elements: geostationary orbit. Mission: uninterrupted round-the-clock telephone and telegraph radio communication and simultaneous transmission of color and black and white Central TV programs to the Orbita stations. Frequencies: 3.4-4.2 GHz.

1985-71A (15952) Cosmos 1675 was launched on 8/12/85 from Plesetsk on an A-2-e booster by the USSR. Orbital elements were period 711.6 min, apogee 39127 Km, perigee 619 Km, inclination 62.8 degrees. Mission: Missile early warning. Frequencies: 2292, 2280-2304 MHz.

1985-72A (15959) Cosmos 1676 was launched on 8/16/85 from Plesetsk on an A-2 booster by the USSR. Orbital elements were period 89.5 min, apogee 359 Km, perigee 182 Km, inclination 67.1 deg. Mission Long duration, 4th generation, high resolution photo recon with solar panels. Frequency: No SW telemetry, low and high data rate telemetry on 240 MHz.

1985-73A (15967) Planet A was launched on 8/18/85 by the Institute of Space and Astronautical Space Science (ISAS) from the Kagoshima Space Center, Japan. The spacecraft is cylindical with a 1.4 meter diameter and o.7 meter height and weighs 139.7 Kg. On board is an ultraviolet imaging camera to observe the hydrogen

corona around the coma of the comet Halley and an energy analyzer of ions and electrons to measure solar wind and probably cometary charged particles. The spacecraft The orbital parameters are epoch 04h 10m 32s, Aug 22 (UTC), inclination 0.888 deg., apogee 151.467 million Km, perigee 100.480 million Km, period 282.2 days. The closest encounter to the Comet Halley is 1256 (GMT), March 8, 1986. distance 211 thousand Km. The spacecraft is renamed "Suisei" (the Japanese word for comet). Frequency: Will transmit on 2293.890 MHz. with 0.07/5 watts with coherent/non-coherent modes for ranging /telemetry.

1985-74A (15977) Molniya 1-64 was launched on 8/22/85 from Plesetsk on an A-2-e booster by the USSR. Orbital elements were period 718.2 min, apogee 39371 Km, perigee 674 Km, inclination 62.8 degrees. Mission: domestic COMSAT using a highly eccentric orbit. Frequencies: 970-1000 MHz.(20 watts) and 3.4-4.1 GHz (40 watts)

1985-75A (15986) Cosmos 1677 was launched on 8/23/85 from Tyuratam on an F-1-m booster by the USSR. Orbital elements were period 89.6 min, apogee 273 Km, perigee 258 Km, inclination 65.0 deg. Mission: nuclear powered radar ocean surveillance satellite. Frequencies: 19.542 MHz and 166 MHz.

1985-76A (15992) STS-51I was launched from the Cape 8/27/85 by NASA. Orbital elements were period 92.0 min, apogee 385 Km, perigee 355 Km, inclination 28.5 degrees. On board were J.H. Engle, R.O. Covey, J.D. "Ox" Van Hoften, W.F. Fisher and J.M. Lounge. The payload included Aussat 1, ASC-1, and Syncom IV-4. The Space Shuttle Discovery mission also included the repair of a dormant fuel-laden Syncom IV-3 (Leasat).

1985-76B (15993) Aussat-1 was launched from the orbiting STS-51I on 8/27/85, for Australia. Aussat-1 will be parked in geostationary orbit at 156 degrees east.

1985-76C (15994) ASC-1 was launched from the orbiting STS-51I on 8/27/85 for the American Satellite Company. ASC-1 will be parked in geostationary orbit at 128 degrees west. This will be a primarily business satellite.

1985-76D (15995) Syncom IV-4 was launched from the orbiting STS-51I on 8/29/85. The satellite was launched as part of the Leasat network for the Navy and was to have served as the Pacific West relay at 178 degrees east. The satellite reached geostationary orbit, but has since failed and has been abandoned by Hughes Communications and the Navy.

1985-77A (15997) Cosmos 1678 was launched by the Soviet Union on 8/29/85 on a F-2 booster. Orbital parameters were period 89.12 min, apogee 303 Km, perigee 193 Km, inclination 82.3 deg. Mission: High Resolution, earth resources film return recon. Payload decayed 9/12/85. Frequency: 19.989 MHz. Simple FSK.

1985-78A (15999) Cosmos 1679 was launched on 8/29/85 from Tyuratam on an A-2 booster. Orbital parameters were period 89.68, apogee 363 Km, perigee 181 Km, inclination 64.8 deg. Mission: Long duration, 4th generation, high resolution photo recon with solar panels. Frequency: No SW telemetry, 240 MHz. low and high data rate telemetry.

Roger Byrd's TVRO, Part 2

First of all I would like to apologize to Larry for not getting this in on time, but the Satellite business seems to go in spurts, and we have just finished a month long spurt. This month's article is about equipment, what kinds, how much to pay, and so forth.

Buying equipment can almost be as bad as trying to figure out what to watch after you have the system up and running.

Many very good magazines have been put on the market for our reading and if you do not agree with what I say, amybe you can decide what to buy by reading these magazines. STV (Triple D. Publishing- STV P.O. Box 2384, Shelby, NC 28151-2384) is one of the best as they strive to be honest about the things they write about, its worth getting just to keep on top of a very fast moving industry. (I agree Roger and its also cheaper than Coop's digest for the average consumer-Larry)

Most dealers will be honest with you but some will say their system is the only system that has so and so item and you will have to pay X number of dollars to get it from someone else. There again I suggest you get some reading material and read it.

When I first started this series of articles, I was not going to name specific systems, but I have come to the point that I think it would be worthwhile even though I will get letters from manufacturers who will be very unhappy with me. I will base all of this information on what I have seen and done in the last 5 years.

The dealer that sells only one system is a good one to stay away from. We sell most any system on the market and service any system on the market, even if we didn't put it in. I have found many dealers who will sell but will not service

what they sell. Get the given service in writing; DO NOT TAKE THEIR WORD FOR IT!!! You will be the one to get hurt or burned.

For our purposes, I will talk about two systems, a top of the line and low cost system. Let's start with the dish. You say you want a small dish? Well depending on where you live in the country you can use a smaller dish but I would not get anything smaller than 8 foot even in the best of favorable locations. You can and will get a beeter picture if you do. It's like running outside with a tea cup in a rain storm to get a drink. Do you want to stand out there for an hour to get enough to drink or do you go out with a large bowl to collect alot in a short period of time. What I am saying is, the bigger the dish the better the signal you have to work with and the more you can do with it, like running it through a descambler. This device needs alot of signal to do it's job and still give you a good picture.

Mesh vs solid?

I have found that, and this is my opinion only, that you should have a mesh dish 2 feet larger than a solid dish to get the same signal.

I have run tests on Raydx, Winegard, Paraclipse, Laux, Prodelin, Uniden, Dark Star dishes, and I have found this to be true.

Another thing to watch out for is the db game that is going on in the industry right now. Dealers are saying that their 8 foot dish has as much gain as another 10 or 12 foot dish. I have had dealers say this to me time and time again. You can only get so much gain out of a 8 foot dish, a 10 foot dish or a 12 foot dish unless you spend a lot more money to get a casagrain feed system. Right now 99% of the dishes on the market are of the low efficiency type period.

I would suggest a solid type of dish because if you ever decide you want to watch the Ku band satellites, Chapparral feed horns has a Ku feed horn that bolts on to the C band feed horn, so you do not have to buy another dish and therefore you save money.

Top of the line system.

M/A COM H 1 receiver, Prodelin 10 foot dish, with the M/A COM tracking system M/A COM LNB, Chaparral feed horn, a TMK tuner/monitor TV and you will have a very good system.

Options: STS block down receiver and tracking system, Cal Amp 75 degree LNA M/A COM H1, Houstan tracker 4 or the new 5 (the 5 is a UHF remote, works like a dream.)

Some other types of dishes, solid type-Beta Nine (Laux).

The Houstan 5 system is a good system but I find it hard to get set-up and have it stay there. The pictures on some of them are very grainy and not top quality.

Systems not to use

I put this in as the systems I name I have had problems with over and over again and nothing seems to get done about it. I will not go into detail but will be glad to explain to individual request received. My list includes:
Uniden 7000, Amplica, Intersat, Drake, Raydx, Night Hawk, Luxor, Ranger, True Focus just to name a few.

Low end of the line systems

This is where most people buy there systems and you can get alot for your money if you know what you are doing. There again I say visit dealers all around you and read up on systems. Just because a dealer has been doing business for 20 years will not make him athe best satellite dealer to visit. Most only like the money that goes along with it. I do, but I have also learned and spent alot of money going to schools and maufacturers asking questions.

Dish: Cosmos, Laux Beta nine, Western Satellite Mfg. 8 foot, Dark Star 10 foot, Paraclipse, Wilson 9 foot perf., take your pick, but there again look toward a solid for Ku band reception.

Receivers: KLM makes a couple-very good, Uniden 1000-very good, Toki 99, Astro (same as Toki), Maxum 007-fair, and Wilson. Stay away from the low end STS. Also stay away from Bowman feeds. True they are cheaper, but they are built that away. The rest of the equipment is standard. Try to get a 85 degree LNA or better. Another very good solid dish is the Beach Craft 8,9 and 10 foot dishes. You may spend some time tuning these dishes in but the results will be worth it.

I've said alot, but I hope I've helped someone decide about getting a system. There is alot to hear and seeand more being added everyday on the birds. One note of caution if you have small children, you may want to keep your dish off Telstar 303 in the evening. There are lots of R rated adult films. T-303 is at 125 degrees.

Next time I will talk about finding that elusive bird. Roger Byrd (NV-016).

Thanks again Roger and we all will be looking forward to your next installment on TVRO monitoring and viewing.

Russians active again

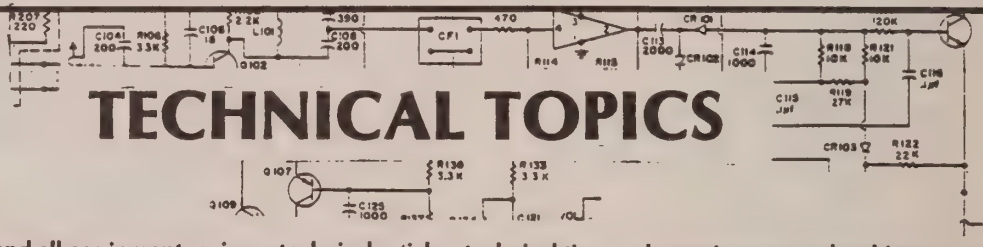
Veteran Bob Rankin (KS-001) has logged the Russian again from Salyut 7. Bob has monitored Russian voice from Salyut 7 on August 8,11, and 15th. Frequency was 142.415 nbfm. Bob is using the Regency MX-7000 for a receiver.

Bob asked about 121.750 voice from the Russians. For the information of all 121.750 is used by the Soyuz T spacecraft therefore it will only be active when the cosmonauts are in the Soyuz (manily launch and recovery). Usually the best chance to hear 121.750 will be during the first 24 hours after a Soyuz T launch to the Salyut space station.

Bob also notes that he only gets 3 to 4 minutes of voice transmissions and correctly figures that most stations to his west will have trouble receiving Salyut voice comms. This is true do to the fact that the Russians are communicating thru their Sable Island, Nfld. tracking ship and the farther west the less chance to hear the cosmonauts.

Monitors also should be aware that the Russians will probably be launching a new space station (much bigger), before the approach of Comet Hally in March of this year. Salyut 7 will probably be abandoned of this occurs.

Well that about does it for this month and the start of the new year. Till next month, best of 73's and I hope to hear from you all soon.



TECHNICAL TOPICS

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions to:

Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433

HAPPY NEW YEAR

Welcome to 1986! I hope all of you have had a happy and joyous holiday season. This is the year of Halley's Comet, and excitement is growing here in South Florida as the time for best viewing approaches. According to local astronomers, we will have one of the best vantage points in the United States. I do think, however, that I might have to take a trip out to the Everglades to get away from the city lights.

In the last quarter of 1985, I reported on some new scanners from Uniden/Bearcat, Yaesu, and ICOM. I have since received additional information concerning some of these units. I would like to share some reader comments with you.

The first letter comes from Ken (FL-025). He writes:

> I just received my new Bearcat 800 XLT a few days ago....It is in the same cabinet as the Bearcat 210 and 220, only the front panel is re-designed.
>
> The sensitivity is stated in the owner's manual as: .3 uV for low and high band, .8 uV for aircraft band, .5 uV for UHF, and .7 uV for the 800 MHz band. Audio output and scan speed are very good. Priority, delay and lockout are shown by red, green and yellow (respectively) LED's in the upper right-hand corner of the front panel. Two antennas are included - a telescoping for 29 - 512 MHz and a 3 inch whip for 800 MHz. There are two Motorola jacks on the rear panel - one for 29 - 512 MHz and the other for 800 MHz.
>
> I was mainly interested in the 800 MHz band, and performance is very good, better that a scanner equipped with a...converter. The small 800 MHz antenna is ok for most local repeaters; although some signals are not full quieting. I have outside antennas for the 800 MHz band, including directional ones, and they provide full quieting on any repeater around....The radio is subject to intermod with outside antennas, so use of them is limited to distant repeaters.
>
> The radio covers the cellular phone band, but be advised that channel increments are 12.5 kHz in the 800 MHz band....Many Cellular channels, which are 30 kHz spacing, will be off frequency. This has not been much of a problem; I can listen to some channels a little off frequency, and they sound OK.
>
> The radio is very easy to program, less steps than Regency. There is a hold button on search, and you can step manualy up or down from there. There is no clock, but that's OK. Every other radio I have has one. It's one less to reset in a power failure.

> Overall, I am very pleased with the radio. The only thing I would change, if I could, is the 12.5 kHz spacing in the 800 MHz band (change to 30 kHz for the cellular band).

Another letter which sheds some additional light on the 800 XLT comes from Ron (IL-9). He writes:

> The 800 XLT I've seen at the dealer here...works great. The audio was loud and crisp and received the weather transmissions from Chicago, with just the pull up antenna, very we here in Joliet, 35 miles away. The 800 MHz portion was very strong, considering Joliet's two bases are 3 miles each way from a mid-point in the center of town and use 2 watt walkies only. I was very impressed by the unit, which scanned very fast and resembled a Bearcat 220. There is no rolling zeros. It just scans a series of channel numbers, and when stopped on frequency, reads it out.

Ron adds that the unit has a front mounted speaker and an optional mounting bracket for mobile use. I like the idea of a front mounted speaker for mobile use because the sound travels towards the seating area instead of being absorbed by the carpet or lost under the dash.

In the October 1985 "Technical Topics" column, I made the following statement about "Track Tuning":

> The liturature also mentions a feature called "Track Tuning." This feature "allows the unit to peak on each transmission for better reception at band edges." I think this is another name for a type of Automatic Fine Tuning (AFT) which keeps the receiver on frequency when receiving a transmission.

This statement, although partly true, doesn't really explain what "Track Tuning" is as it applies to the 800 XLT. I received a letter from Marty (IL-139) in which he gives a better explanation.

> When Uniden/Bearcat states that this feature allows the radio to peak on each transmission, it means that the sensitivity and quieting are constant, or at least fairly constant, across any given band. For example, the 50 XL has .4 uV sensitivity on low band. Without track tuning we would expect lower sensitivity at 29 MHz and 54 MHz than at mid-band near 40 MHz.

Track tuning is most often accomplished through the use of varicap diodes. Under certain circumstances, these diodes act like capacitors. What's more, the diode's capacitive value can be varied by applying a DC voltage to it. As the DC voltage changes, the capacitance also changes. This feature makes it possible to use the DC voltage, which is generated by the scanner's synthesizer, to change the capacitance of these varicap diodes and, thus, tune the scanner. As the receiver scans across a band, the DC voltage out of the synthesizer changes. This voltage not only determines what frequency the scanner is receiving, but it also keeps the receiver's RF circitry peaked at the frequency currently being received, thus giving peak receiver performance across the band. This is where the term "Track Tuning" comes from. The receiver tuning "tracks" the receiver frequency, both of which are determined by the DC voltage generated in the synthesizer.

I also received one letter with some additional information on the Yaesu FRG-9600. That letter comes from Alex (CAN-40). He writes:

> As indicated previously, the memory can only be scanned one bank of 10 at a time. You can go through all occupied memories manually using the tuning dial. The mode is stored in memory.
>
> The full band can be searched from a keyboard entry. To search a limited band, the two frequencies must be entered in any memory bank in channels ending in 0 and 1 (20 and 21, 50 and 51 ect.).
>
> In either search or scan, the receiver will stop at an occupied frequency for 6 seconds (signalled by the blinking, in turn, of each digit in the frequency display) and then it continues unless you hit either the up or down buttons to end the search or scan.
>
> The search and scan speeds are not variable.
>
> The clock does not keep time when the set is unplugged. It must be reset each time.

The wire stand simply clips on the bottom to tilt the set up at a bit of an angle.

The CAT (Computer Aided Tuning) provides four connections to a micro-computer interface unit (such as the Yaesu FIF-series).

FIF-65A for Apple II
FIF-80A for NEC PC-18001(A)
FIF-232C for most other brands with RS-232C serial ports

The connections are for ground, serial in, S-meter, and busy (scan stop). Frequency and mode can be set from the computer.

The manual promises that the CAT system offers vast potential for expanding the present functions of the receiver and adding new functions for specialized reception techniques not possible with the receiver alone.

My thanks go to Ken, Ron and Alex for their input. I'm still looking for some user reports on the ICOM R7000. I have heard that there may be a computer interface unit available as an option for this unit also. Has anyone heard anything about this?

I just received a phone call from Jerry Weiss who operates the BBS system that many of you have been using here in Boca Raton. Jerry has moved and the BBS has been off-line, but he now has it back in operation. Please be advised, there is a new phone number. It is:

(305) 392-5591

Best wishes to all of you for the year to come.

'til next time

Steve

VHF MARINE

Send information, articles, frequencies and their use, and questions that relate to private, commerical, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Happy New,Year and welcome to your January 1986 VHF Marine Column.

Our first report comes from Gary (NY-291). He sends in a newspaper report of how the FCC is cracking down on the misuse of the marine channels in the New York area. The FCC is also fining the violators.

Our second report is from Steve (GA.-008). Steve sends in information on the St. Simon Island area of Georgia.

156.800 - Ch. 16 - Calling & Distress
157.100 - Ch. 22 - Working Frequency U.S.C.G. To distress - also local notice Safety Broadcast
156.600 - Ch. 12 - Liason Communications when Ch. 22a is not available
157.075 - Ch. 81 - U.S.C.G.Saint Simons Island working SAR/Navigation repairs
157.175 - Ch. 83a- Coast Guard Mayport Florida

Marine Operators:

161.800 - Ch. 24 - Brunswick,Ga.
162.000 - Ch. 28 - Savannah,Ga.
161.900 - Ch. 26 - Jacksonville,Fa.

St.Simons Island,Ga. Coast Guard Station Boats:

CG-41339 CG-232508,CG-172519

**** This is Steve's first report and the first report from his area and I thank him and hope to hear from him again.

Our next report comes from Gilles (Can.-101). His report concern the Montreal area.

Montreal Marine - Ch. 6 - 156.300
Ch. 9 - 156.450
Montreal Harbor Police - 159.630,159.900,159.990,167.280
Montreal Navigational Aid - 411.7625
Ile St-Pierre Navigational Aid - 414.1250
Ile des Soeurs National Harbor Police - 418.3375,418.4875
Seauharnois Seaway - 460.150

Gilles report came in on a nice Scanner QSL Card.

Our next report comes from David (CA-SF-025). Here is his report.

1985 FLEET WEEK:

Now in its fifth year,this year's open house included the USCGC BOUTWELL (WHEC-719) normally based at Coast Guard Support Center Seattle,Wa.. I toured the vessel and found the ship immaculate. Admittedly, I was quite surprised to learn that our guide was a woman sailor. She stated that the crew of 150 included 2 women officers and 5 women sailors. She herself was a deckhand. The tour included all of the deck, a look inside the 5" Gun battery and the pilot house. (A small joystick steers the ship,amazing) She said the mission of her ship, and most CG Ships I think, is SAR primary and law enforcement secondary, especially narcotics interdiction and fisheries patrol. All in all, this was my first time aboard a large cutter. On previous Armed Forces Days, I've toured both the 82 and 40 foot boats.

IN THE NEWS:

Plans are underway to relocate Station Fort Point from the shores of Presidio of San Francisco to shores of Marin Headlands in Marin County. Its to make their rescues quicker.

SEAPOWER MAGAZINE:

I found this gem at my local library. Seapower is a monthly magazine that includes concise,fact filled,current and indepth articles on Navy,Marines,Coast Guard and Maritime Services. There are sometimes articles on communications but overall it has a lot of helpful data on the Coast Guard. Also,there is an annual year book called "The Almanac of Seapower,198-". The 1984 edition is currently available. This edition includes annual surveys of the maritime services,stats and extensive coverage of ships (where,how many),aircraft and everything anyone wants to know about the Coast Guard,Navy,etc.. The Seapower magazine is $ 10.00 a year. One can also join the Navy League of the U.S. for $ 25.00 (which includes subscription and league membership). The Almanac of Seapower costs $ 19.95 for the hard cover and $ 12.95 for the softcover edition. These editions are bought independent of the subscription and/or membership. The address to purchase the books is: Navy League of the U.S., 2300 Wilson Blvd., P.O.Box 789, Arlington,Va. 22216. I highly recommend at least going to a major libray to look over the almanac and magazine.

NAVY-MARINES-COAST GUARD MUSEUM:

Open every day, except federal holidays, from 10 AM to 3:30 PM. It has free admission and is located in Building #1 on the Treasure Island Navy Base, San Francisco. The museum is located on the first floor and includes uniforms, model ships, Fresnel Lens, exhibits on Coast Guard Lighthouse duty, Search & Rescue and etc.. There are also exhibits relating to WWII. A large painting spans the upperhalf of the main wall depicting U.S. seahistory from the nations beginning to modern day. One can also buy Post Cards on CG Cutters of all types, baseball caps with CG insignia, and of course Navy & Marine Books, Caps, etc.. Treasure Island, however, was originally created for the 1939 Worlds Fair and the museum devotes space to this.

Our next report comes from Richard (Ma.-071).

While vacationing in Maine this summer I decided to check a listing in the "Monitor America" guide for a channel 16 repeater located in the Bar Harbor area on 169.600 Mhz.. It does, in fact, exist and it provides some fascinating monitoring. This frequency is apparently used in conjunction with the Coast Guard's remote transmitter site on Mount Cadillac in Acadia National Park near Bar Harbor. This remote site is controlled by Coast Guard Group Southwest Harbor,Maine which has a large area of jurisdiction along the Maine coast from the Canadian border south to the Boothbay Harbor area. It has been reported in this column in the past that the Mount Cadillac transmitter site is the highest of the Coast Guard's remote sites along the East coast. For this reason, communications on channel 16 over a vast area are repeated on 169.60 Mhz. Stations as far south as Goup Woods Hole,Mass. and several Canadian Coast Guard locations were monitored. During hours of peak boating activity, the traffic was almost constant and became unintelligible at times with many overlapping calls.

Although the Coast Guard operates many remote transmitter sites, most of them are apparently controlled by landline or microwave links from the controlling stations. Possibly due to conditions of the terrain, some of these may have to utilize repeaters as the link. It may be that utilizing a repeater also gives other stations access to the sites. For example; Coast Guard Group Portland,Maine could probably assume Group Southwest Harbors radio guard utilizing the Mount Cadillac repeater in an emergency.

A few years ago in this column, mention was made of a similar channel 16 repeater in operation in Southern California. Recently while exchanging information with RCMA member Les Mattson (NJ-187), He reported that 171.3375 Mhz. is used to repeat channel 16 from atop bridges on the Delaware River in the Philadelphia area. There are probably other such systems in use that are waiting to be discovered. Groves 1980 "Federal Frequency Directory" has many listings for VHF and UHF frequencies issued to the Coast Guard outside of the marine band. Most of these frequencies are probably used for security at Coast Guard Bases or for non-voice controls for navigational aids, but some may be in use as channel 16 repeaters. The more numerous allocations include:
164.200,164.300,165.2125,165.2625,165.3125,165.3375,171.2375,171.3125, 171.3375,171.3625
(Ed.Note) Most of the above frequencies are used for base security use along with other various uses.

Members who enjoy marine communications may wish to check these and determine their use in their local areas.

*****Here are a few Coast Guard Frequencies for members in the first Coast Guard District to check on.

Southwest Harbor Group - Mount Cadillac remote control site (16f9 emissin)

Southwest Harbor Transmits	Mount Cadillac Transmits
409.000 Mhz.	419.800 Mhz.
169.600 Mhz. (Rec.only)	169.600 Mhz.

LtSta Plymouth - Marshfield Telephone net (Voice)(16f2/16f3 emission)

Plymouth transmits	Marshfield Transmits
171.2375 Mhz.	165.3125 Mhz.

Sta Portsmouth Hbr - White Island Telephone net (Voice)(16f2/16f3 emission)

Portsmouth Transmits	White Island
165.3125 Mhz.	171.2375 Mhz.

Sta Pt Allerton - LtSta Boston(Little Brewster Is)Telephone net (Voice)(16f2/16f3 emission)

Point Allerton transmits	Boston Lt Sta transmits
165.3125 Mhz.	171.2375 Mhz.

I have other listings but they are all control frequencies with no voice transmissions. Also these listings are from the 1981 Coast Guard Frequency Plan. I need an update;any helpers out there. My contact is no longer in the service.

VHF MARINE continued

Our next report comes from Tom (NJ-164). Tom tells us a a good book for people who like tugboats. The book is entitled "On the Hawser" by Steve Long & Peter Spectre and published by Down East Books, Camden,Maine. The book is 506 pages with a hardcover and a pictures of tugs and descriptions on almost every page. It also lists the names other research information on tugs from merchant vessels of U.S. and from Lloyd's Register. The book costs about $ 35.00 and it is well worth it.

If anyone needs any boat info you can contact Tom Ernst,207 Milltown Road,Springfield,N.J. 07081 (201-467-2128).

Well that does it for this month. I need information for the upcoming issues. Drop me a note and see your information in glorious print.

As of November 1,1985 I have received 2 returns of the questionaire. Their must be more than 2 people who read this column. Let me hear from you and let me make this column better for everyone.

See you next month.

RCMA NEW MEMBERS LIST

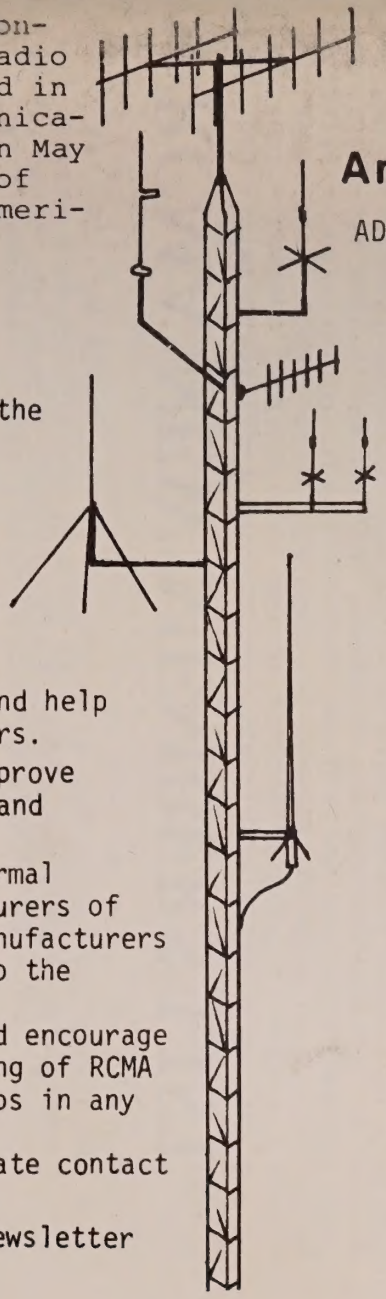
AR 018 - MIKE HARRIS;RT 2 BOX 222;FAYETTEVILLE;AR;72701
CACV001 - KENDALL THURSTON;P.O. BOX 39;MURPHYS;CA;95247
CALA634 - BOB GRUMBIC;14893 MARIGOLD AVE;GARDENA;CA;90249
CANA124 - DOUG LAW;1005 CURTIS PL WILLIAMS LAKE;BC V2G 1N7 CANADA;;
CAOR302 - MICHAEL A. OROZCO;2101 WINDBREAK CIR;BREA;CA;92621
CASN010 - GREGORY MCCOLLUM;2870 ROLLO RD;SANTA ROSA;CA;95404
CASR026 - KEN OWEN;BOX 2613;SANTA BARBARA;CA;93120
CO 048 - RICHARD CLINE JR;3290 S WILLIAMS ST;ENGLEWOOD;CO;80110
CT 089 - TODD KMETZ;6 CEDAR RD;STAFFORD SPRINGS;CT;06076
DC 015 - BRENT BAKER;1260 21ST ST NW #311;WASHINGTON;DC;20036
IA 057 - JOHN GEBEL;27 CLOVER LANE;MASON CITY;IA;50401
IL 313 - JAMES CHESNER;317 S HILUSI AVE;MT PROSPECT;IL;60056
IL 314 - TOM STANLEY;951 COOK BLVD;BRADLEY;IL;60915
IL 315 - PHIL LEJMAN;329 HAWTHORNE LANE;DES PLAINES;IL;66016
KY 046 - JAMES DANTIN III;1522 SPRINGDALE DR;OWENSBORO;KY;43201
LA 042 - BRANDON ALLEMAN;1506 RIVER OAKS DR;ABBEVILLE;LA;70510
MA 156 - DALE R. TROTT;102 HIGH ST;N. BILLERICA;MA;01862
MA 157 - CHARLES K. WILLIAMS;771 SOUTHERN ARTERY SUITE 51;QUINCY;MA;02169
MN 048 - STEVEN PALMBERG;8312 ZANE AVE N #102;BROOKLYN PARK;MN;55443
MO 099 - STEVE VELASCO;1200 CORONATION DR;ST LOUIS;MO;63125
NB 014 - DON SLOWIK;2920 CLARKSON AVE;OMAHA;NE;68105
NC 068 - C.O. MCLAWHORN;P.O. BOX 156;VANCEBORO;NC;28586
NC 069 - JIM MYERS;320 JEFFERSON DR;CHERRY POINT;NC;28533
NJ 205 - JOHN CAPURSO;P.O. BOX 513;SCOTCH PLAINS;NJ;07076
NJ 206 - HANK ROSE;2 SO GOLD DR;ROBBINSVILLE;NJ;08691
NJ 207 - MIKE P. DABROWSKI;96 WATCHUNG AVE;UPPER MONTCLAIR;NJ;07043
NY 329 - ARTHUR MCCORMICK;33-35 SARATOGA AVE;BROOKLYN;NY;11233
NY 330 - GERALD DOLAN;62 PRINCETON ST;GARDEN CITY;NY;11530
NY 331 - RICHARD RICCARDO;104-51 89TH AVE;QUEENS;NY;11418
NY 332 - PAUL SAVIN;139 W HAZELTINE;KENMORE;NY;14217
OR 068 - DENNIS WIDMER;10503 NW 3RD ST;PORTLAND;OR;97231
PA 222 - GORDON E. BUCHAN;11 WINGATE COURT;BLUE BELL;PA;19422
VA 099 - THOMAS BAKER;3832 E OCEAN VIEW #4;NORFOLK;VA;23518
VA 100 - DAVID P. COUGHLIN;10928 ADARE DR;FAIRFAX;VA;22032

INFORMATION WHICH USUALLY APPEARS ON THE INSIDE BACK COVER WILL RE-APPEAR NEXT MONTH. BY PRINTING THE ABOVE MATERIAL ON THIS PAGE, THE COST OF 4 ADDITIONAL PAGES WAS SAVED.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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